The China Mail.

ESTABLISHED 1845

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Hongkong, November 16 1909. 1424.

SPORTING.

Lawn Tennis.

LEAGUE FIXTURES FOR SATURDAY.
Civil Service v. Kowloon.
Craigengower v. Queen's College.
Y.M.C.A. v. Wigwam.
Club de Recreio v. Watsons.

CRAIGENGOWER CRICKET CLUB.

The following will represent Craigengower:—L. E. Lammert, H. H. Taylor, L. A. Rose, E. L. Braga, J. Toppin, R. Basa.

Lawn Bowls.

TAIKOO v. KOWLOON.

Kowloon are visitors to Taikoo on Saturday when the following will represent the home team in a friendly encounter:—McNeill, Murphy, Drummond and T. Scott (skip); Hamilton, Harron, Boulton and Wotherspoon (skip); A. Smith, J. McIntyre, Eldridge and J. Ferguson (skip); Peacock, Grimshaw, Taylor and Hardwick (skip). Reserves: Chapman, Sloan, Booth and Worth.

NEW POLITICAL PARTY IN CHINA.

Progressive Programme.

A Peking dispatch to the *Asahi* states that the representatives of the various provincial advisory assemblies, who arrived in Peking with the object of moving the Government to convoke a special session of the Senate, have agreed to organise a new political party to be known as the "Constitutional Friends' Association." On the 30th ultimo a meeting attended by 53 representatives was held, at which the following programme of the new party was adopted:—

1.—Popular rights to be extended and the system of Constitutional Government brought to perfection.

2.—The establishment of a monarchial form of Constitutional Government.

3.—The establishment of a responsible Cabinet.

4.—Re-adjustment of the administration of all provinces.

5.—The study of national diplomacy.

6.—The encouragement of military education.

The inaugural meeting of the party is to be held on the 5th instant. The Constitutional Practice Party and the Imperial Unification Party, with all their ambitious programmes, adds the dispatch, have shown little practical activity, and some of the members of these parties are joined to two or three other parties. Political parties in China have no weight whatever in the political world as yet.

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HONGKONG CO-OPERATIVE SOCIETY, 11 Caine Road.
Hongkong, December 1, 1910. 1351

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Hongkong, March 1, 1911 29

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Hongkong, October 3, 1908 13

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Hongkong September 4, 1909. 1124

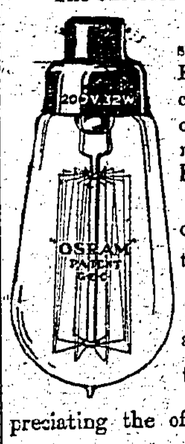
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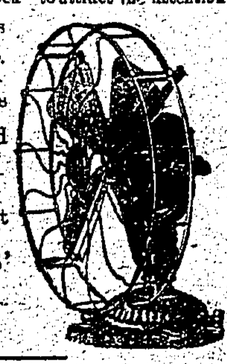
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Hongkong, April 29, 1911. 816

GEO. FENWICK & CO., LTD.

NOTICE is hereby given that the postponed EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Hongkong Hotel at 12 Noon on SATURDAY, the 17th day of June, when the following special resolutions will be submitted.

1. That Geo. Fenwick & Co., Ltd. be wound up voluntarily.
2. That the partners in the firm of Messrs Percy Smith, Seth and Fleming, of Hongkong, be appointed Liquidators with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.

Hongkong, June 9, 1911. 770

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Hongkong, November 12, 1910. 66

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Hongkong, December 17, 1910. 1522

SCOTTISH SPORT.

(From Our Own Correspondent).

EDINBURGH, May 23.

THE GOLF SEASON.

The Ladies' Golf Championship marks the beginning of a spate of golf which, if it could be judiciously embanked, might pleasantly irrigate three summer months. Unhappily, the chief events of the golfers' calendar are packed into a few weeks, until this brief season suffers as acutely from congestion as the Old Course of St. Andrews during the month of August. And custom is strong; there seems no chance of any rearrangement of dates which would spread the great meetings over the finest months of the year.

A SCOTO-CANADIAN LADY CHAMPION.

In accord with the rules of courtesy, the ladies are served first, and at Portrush Miss Dorothy Campbell helped herself to her second Open Championship. This is only one of many distinctions she has earned on the links. She has taken first place in the tournament confined to Scottish Ladies no less than three times. She has been three times in the semi-final of the Ladies' Championship, and once in the final, over and above her successes at Portrush last week and Birkdale two years ago. And if she should lead the field at St. Andrews a few weeks hence, she will hold at one time the Ladies' Championship and the minor honours that the United States, Canada, and Scotland can bestow.

Miss Campbell is a native of Edinburgh, learned golf at Musselburgh and North Berwick, left for Canada two years ago, and now plays for Hamilton Club, Ontario. There was some talk about the fact that Miss Campbell entered from a Canadian instead of a Scottish club, but that is a mere matter of sentiment. No doubt many would rather that Miss Campbell had taken the cup to the country of her birth instead of to that of her adoption; but we live in Empire days, and if, as Colonel M'Calmont, M.P., said at the presentation ceremony, the carrying of the cup to Canada still further cements the warm relations existing between that country and the Mother Land, the Championship will not have been won in vain."

CRICKET.

In the Western Union Championship, Kilmarnock were so easily disposed of by Ayr that their recent defeat of Uddingstone seems to have been a flash in the pan. Poloc were unfortunate in their draw, they were so much superior to Kelburne.

In the Scottish Counties Championship, Forfarshire has made a good beginning, they are as strong as ever in bowling and sound in batting. A great stand was made for them against Fifeshire by R. M. Lindsay and G. B. Harrison, a young lieutenant at the Dundee Naval Base.

Among the other matches, Uddingstone scored their fourth successive victory over Grange. It is some time since R. H. S. could claim a victory over Carlton, and their success was largely due to G. A. M'Larun's century. Perthshire made an example of Edinburgh Academicals, thanks largely to Reginald Sutton, once a professional at the North Inch but now an amateur. Aberdeenshire had a rude shock at Montrose despite some fine bowling by Iremonger and Cobbley.

Merchiston had an easy win over Watson's in their first School Championship meeting. Loretto was only slightly worse than Clarendon in a low scoring match. A Fettes boy, R. G. Moir, hit up 170 against Murrayfield, a score which should be one of the biggest of the Scottish season.

This week's results:—

R.H.S., F.P., 219, for six, Carlton, 182.

Fettes, 325 for five; Murrayfield, 99.

Watson's College, 61; Merchiston, 176.

Loretto, 65; Clarendon, 82.

Uddingston, 122; Grange, 104.

Perthshire, 206; Edinburgh Academicals 102.

West of Scotland, 93; Drumpellier, 166.

Poloc, 211 for five; Kelburne, 77 for nine.

Kilmarnock, 61; Ayr, 210 for seven.

Forfarshire, 253; Fifeshire, 133.

Stirling County, 97; East Stirlingshire, 156.

Edinburgh University, 155 and 115 for seven; Durham University, 141 and 142.

ATHLETICS.

The principal item at the West of Scotland Harriers Athletic Meeting was a 16-mile Marathon, and the English runners monopolised the honours. The winner was C. J. Bryant, of Bolton United Harriers, who did the distance in 1 h. 35 min. 34 4-5 sec. He finished a lap and a half in advance of J. T. Rimmer, Sefton Harriers, last year's winner; G. C. Wallach, Bolton United Harriers, was third.

In the final round in the competition for the National Physical Recreation Society's Challenge Shield, Dundee (the holders) were defeated by Belfast Y.M.C.A.

JAPAN'S MARITIME PROGRESS.

In the course of a speech at the recent annual banquet of the Yokohama Foreign Trade, Mr H. Okawa (one of the guests) said: In 1871 the Japanese fleet comprised only forty-six vessels with an aggregate tonnage of only 17,900 tons, but to-day it comprised 6,500 vessels with an aggregate of something like 1,600,000—showing a ninetyfold increase in forty years. Again, in 1868 the number of iron and steel vessels was only 61; to-day, Japan had over 400 vessels—a sevenfold increase in twenty-five years. These figures were sufficient to show the progress of Japan's commerce during the past few decades. He ventured to think that there would be still further progress and that the prospects of business men in Japan were full of promise. But to accomplish this the Japanese and foreign merchants must co-operate—they must combine the business ability of the Japanese and foreign merchants resident in the country.

REVIEWS.

A Chinese-English Dictionary, by Herbert A. Giles. Hongkong, Kelly and Walsh, Limited.

The fourth part of Dr Giles' new and enlarged Chinese-English dictionary has just been published, and is now before us. All advanced students of the Chinese language who can spare the money will do well to secure it at once. The day has passed when any words of appreciation can add to, or depreciation detract from, the merits and usefulness of this famous dictionary. Its scope is well-known: its excellence has already been proved.

Those who possess a copy of the first edition will possibly hesitate to exchange it for this new edition, because of the cost; on the other hand, marked as is the usefulness of Dr Giles' first issue over most, if not all other dictionaries then in use, the improvements in this edition make it much superior to the first. We shall perhaps illustrate this statement best by taking any fairly important character, with the number of illustrative sentences introduced, and compare each edition. We will take the character Ning, 甯. It means "Tranquility"; "Would that——". Under this character in the first edition there are introduced some twenty-four references. In the new edition the number has been increased to thirty-three. There are therefore nine new sentences added. We will quote two or three of these sentences. 甯耐幾日 "To take it easy for a few days—as in a journey." It might be rendered, "It were better to be patient for a few days." 甯不惟是 "How can it be otherwise?" 甯可以拳相乘 "How can we cast him off because we are in difficulty?" Such examples as these will greatly assist the learner to understand this somewhat elusive character.

It may be mentioned, however, that there are still phrases met with in common newspaper literature which we have failed to notice in this new edition, and for which we think a place might have been found. Such phrase sare 捉摸 "To guess at, To feel." 覺感 "To perceive, and feel." 刋登 "To print, to advertise." We notice that Dr Giles has 刋印 which means the same thing. It is true that some of these phrases, up to the present, are Chinese in the making, and may ultimately be discarded by good writers of the language. Many of them are newly-coined, and, we understand, are manufactured in Japan, to meet the needs of the modern restless mind which has imbibed new ideas and does not yet quite know how to express them. Meanwhile they form part of the modern written language of China, and are well-nigh unintelligible to the Western reader of Chinese unless he has a native guide of wide experience and marked ability. Perhaps it is looking for too much when we expect that these modern phrases should be found in a modern dictionary, for they are the product of yesterday and may be obsolete to-morrow.

We have noticed some changes in the type of this new edition, and these changes are improvements. The figures by which each character is numbered for easy reference are smaller than in the earlier edition; on the other hand, the type of the illustrative sentences is somewhat bolder. It is to be hoped that when the radical index appears the type will be bolder than in the first edition, whose characters we have always thought unnecessarily small. We cannot help thinking of the immense advantages which students of to-day have over those of twenty-five years ago. And we wonder if real sinologues cent per cent are as numerous as they were forty years ago? Who knows?

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NO one can have a better friend when troubled with colic or diarrhœa than Chamberlain's Colic, Cholera and Diarrhœa Remedy. Ever since the middled aged man of to-day was a child it has been going about doing good until its fame has spread to nearly all parts of the civilized world and stands unrivalled for its prompt cures. It never fails to give relief. For sale by all Chemists and Storekeepers.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *China Mail* office or direct to 37, Hollywood Road, 1st floor.

Hongkong, December 24, 1910. 1535

Careful Attention to all Orders and Enquiries for Ladies' & Childrens' HATS, GLOVES, EMBROIDERY, BLOUSES, SHOES, HABERDASHERY, &c., &c., &c.

We Give the Best Value

THE DRAPERY EMPORIUM,
38, WELLINGTON STREET,
Near D'Aguilar St.

Telephone, No. 957.

Hongkong, April 18, 1911. 840

Intimations

The genuine mineral water of VICHY French state's springs
BE CAREFUL TO NAME WHICH SPRING
VICHY CÉLESTINS Gout, Gravel, Diabetes, Bladder diseases.
VICHY GRANDE-GRILLE Liver complaints.
VICHY HÔPITAL Stomach's diseases.
LOZENGES — SALTS — COMPRIMÉS VICHY-ÉTAT

MARINE-MOTORS
CRUDE OIL ENGINES.

BOLINDER'S DIRECT REVERSIBLE CRUDE OIL ENGINES.

Most Efficient and Economical Form of Marine Propulsion.

A sea voyage of 22 days, without once stopping the engine, has been made by the 'Crudoleo' fitted with a BOLINDER direct reversible engine.

POWERS FROM 5 H.P.—500 H.P.

Fuel Consumption ½ ct. mex. per H.P. Hour.

FAY & BOWEN Kerosine engines and lighting sets.
FERRO Gasoline (Petrol) engines for pleasure and speed craft.

ALL TYPES OF MOTOR CRAFT DESIGNED AND BUILD. ESTIMATES FREE.

ULDERUP & SCHLÜTER,
Office: 21, Connaught Road.

Hongkong, June 13, 1911. 785

FOR RENT.

PREMISES on the British Concession, SHAMEEN, CANTON, suitable for Offices, Godown, and/or living quarters. Repairs and alterations will be made to suit tenant.

Apply to
CHINA BAPTIST PUBLICATION SOCIETY, CANTON.

Canton, June 14, 1911. 787

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
General Managers, Hongkong.

J. T. HAMILTON, General Manager for the East, Tokyo.

Total Assets Dec. 31, 1910...	G.$494,715,923
" Surplus " " ...	85,095,459
Dividends to Policyholders - 1910	10,575,157
Total paid Policyholders 1910	53,439,360
Total Expenses for 1910 ...	10,302,032
Gross earnings from Interest and Rents for 1910.....	21,646,528
Gross rate of Income from Investments 1910	4.48%

Hongkong, May 30, 1911. 727

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

STYLE AND FIT GUARANTEED.

NEW STOCK

Helmets (Cork and Rubber).
RAIN COATS,
BATH ROBES
AND
SUMMER UNDERWEAR.

Hongkong, Sept. 20, 1910. 1814

JAPANESE MAKERS.



Every kind of Footwear MADE TO ORDER

CHERRY & CO.,
35, WELLINGTON STREET.

Hongkong, May 5 1910. 578

CHEONG HING.

Has always on hand A Large Assortment of CURIOS, PORCELAIN, JADESTONE AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

Hongkong, No. 77, Queen's Road Central.

Hongkong, October 13, 1910. 1255

The Wrong
WAY TO READ.

If you have to hold the print too far away to see clearly, the eyes will be strained to make out the fine print. If you have to hold the print too close that will strain the muscles of the eye. Either way is bad.

See us and have the satisfaction of using a pair of **right fitting, right seeing** glasses.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS. CHATER RD.
HONGKONG

Hongkong, February 14, 1911. 77

士担力汽水廠
HOME-MADE MINERAL WATERS.
BETTER THAN FACTORY-MADE



Why continue purchasing factory-made Mineral Water? Make your own Mineral Waters at home at a cost of 90 cents a dozen Syphons. Then you KNOW the water is pure, and contains no disease germs. With the 'Prana' SPARKLET SYPHON and a dozen Bulbs you can make a dozen Syphons of delicious Mineral Water and the cost less than if you buy factory-made Mineral Water. All Chemists and Stores sell "Prana" Sparklet Syphons and Bulbs.

Price of Syphons.....$2.00 each.
Bulbs..... 0.90 per box.

Wholesale Price:—
Syphon per doz.....$16.00 f.o.b.
Bulbs per doz. boxes.....$ 8.00 f.o.b.

KWONG SANG HONG, LTD.,
Wholesale Agents,
240 and 248, Des Voeux Road Central,
HONGKONG.
廣生行總
香港生產有限公司

Hongkong, March 1, 1911. 294

A PERFECT DISINFECTOR
JEYES FLUID

SOLE AGENTS,
W. G. HUMPHREYS & CO.,
BANK BUILDINGS.

Hongkong, May 18, 1908.

BY APPOINTMENT

Hughes & Hough,

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers AND Share, Coal and General Brokers.

PROPRIETORS "To-Kwo-Wan" Coal Storage.

Cable and A.B.C. 4TH & 5TH EDITIONS. A1. TELEGRAPHIC CODE.

Telegraphic Address "MERIDIAN" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

TUESDAY,

the 20th June, 1911, at 2.30 P.M., at the Top Floor of the Hongkong and China Gas Coy.'s Office,—

THE SUNDRY VALUABLE HOUSEHOLD FURNITURE, &c., &c., &c.,

CONTAINED THEREIN, (Particulars from Catalogue).

On View from 19th instant.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, June 13, 1911. 785

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS HUGHES & HOUGH have received instructions to sell by Public Auction, on

MONDAY,

the 19th day of June, 1911, at 3 o'clock in the afternoon, at their SALES ROOMS, No. 8, DES VŒUX ROAD CENTRAL, Corner of Ice House Street,—

The following VERY VALUABLE LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong, viz:—

All those Two pieces or parcels of ground situate at Victoria aforesaid, and registered in the Land Office respectively as MARINE LOT No. 264 and MARINE LOT No. 265 together with the messuages thereon known as Nos. 22, 23, 24, 25, Praya, Kennedy Town.

Annual Crown Rent payable in respect of Marine Lot No. 264—$182.00, and in respect of Marine No. 265—$208.00 Area, Marine Lot No. 264—16,351 square feet Marine Lot No. 265—18,805 square feet or thereabouts.

Each of the above lots are held for the unexpired residue of the term of 999 years commencing on the 24th day of June, 1887.

For further particulars and conditions of Sale apply to

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to MESSRS HUGHES & HOUGH, *Government Auctioneers.*

Hongkong, June 7, 1911. 763

NORTH BRITISH & MERCANTILE INSURANCE CO.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1909, £19,875,357.

I—Authorised Capital	£6,000,000		
Subscribed Capital	£3,275,000		
Paid-up Capital	£1,212,500	0	0
II—Fire Funds	3,488,136	6	7
III—Life & Annuity Funds	15,089,332	10	11
Sinking Fund Account	85,388	2	0
	£19,875,356	19	6
Revenue Fire Branch	2,352,996	17	10
" Life & Annuity Branches	1,897,035	14	3
" Marine Department	209,921	7	8
Other Receipts	35,252	8	1
	£4,495,806	7	10

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., *Agents.* 22

CAN YOU FIND A BETTER OFFER THAN THIS?

1. Government and Municipal Guarantee for the ultimate repayment of principal, at least at par.
2. Possibility of Premiums, the smallest affording ample interest on your outlay, the largest constituting a Fortune.
3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS give you these opportunities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £1 to £50.

We are the largest Dealers in the world. Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, Paris (France).

GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr O. B. WILES, to Sell by Public Auction, on

MONDAY,

the 19th June, 1911, commencing at 2.30 P.M., at his residence, "ALPHA," Hart Avenue, Kowloon,—

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

INCLUDING:—

One Chippendale Drawing Room Suite, One Axminster Carpet, etc.

(Particulars from Catalogue).

TERMS:—As usual.

On View from Saturday, the 17th June, 1911.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, June 13, 1911. 783

MILNERS'

- - SAFES

AS SUPPLIED TO THE

PRINCIPAL BANKS

AND

BUSINESS HOUSES.

GEO. P. LAMMERT, *Agent.*

Hongkong, May 20, 1911. 650

'Want' Advertisements

PREPAID

$1 per inch..... 3 insertions.

$2 " " ..... One week.

FOR SALE.

THE Undersigned have received instructions to sell FOR ACCOUNT OF THE CONCERNED, at their Sales Rooms, No. 8, DES VŒUX ROAD, corner of Ice House Street,—

SEVERAL CASES OF

RED JAPANESE LANTERNS,

Suitable for the Coronation Celebrations.

Particulars, &c., may be had on application.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, May 18, 1911. 670

FOR SALE.

ONE FULL SIZE

Burroughs and Watts

BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P LAMMERT.

Hongkong, June 7, 1910. 734

SWATOW WARRONG & CO.,

13, QUEEN'S ROAD CENTRAL, HONGKONG.

MANUFACTURERS OF

Swatow Hand-made Drawn Work and Canton Embroidery, etc.

GENERAL EXPORTERS. WHOLESALE & RETAIL.

LADIES' TAILORS.

LAU PING KEE CO.

CIGARS, CIGARETTES, TOBACCOS.

USED POSTAGE STAMPS AND PICTORIAL POST CARDS.

KWONG CHEONG.

GOLD AND MONEY CHANGER.

No. 13, Queen's Road Central,

HONGKONG.

Hongkong, May 27, 1911. 713

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON, SHANGHAI AND HANKOW.

MORE DEADLY THAN THE BAYONET.

A REMINISCENCE OF JOHANNESBURG DURING THE BOER WAR.

Bad water killed more men during the Boer war than did cannon, rifle or bayonet—for the majority of deaths were through Enteric and Dysentery, diseases caused by germs in a polluted water supply.

Towards the end of the war Mr Gerrit Van Tuinen, an employé on the Transvaal Railways, was stationed in Johannesburg. "It was while stationmaster at Johannesburg Park Station that I fell victim to Dysentery through drinking bad water," said he. "I had severe pains in the stomach and was constantly purging, my strength gradually falling away until I became so thin as to be but little more than a living skeleton. For six months I remained in this miserable state of ill-health during which time I lived on "slops" and the lightest of diet, and then—finding that the doctor's medicine and the various other remedies I tried did me no good—I resolved to take a course of Dr William's pink pills for pale people. These pills cured me. After six bottles of them the Dysentery ceased, I had no more pains in the stomach, and was able to eat anything I liked.

"Soon after the Boer war was over," continued Mr Van Tuinen, "I came to Netherlands India. After residing in Batavia a few months I contracted Malarial Fever in a severe form, and although I was advised to go into hospital I refused to do so, preferring to doctor myself at home. However, after a year of almost continuous suffering I was at last compelled to go into the Military Hospital at Batavia.

"The treatment I received there was of the most careful kind, but still my health did not improve, the fever refused to leave my system. Then my thoughts turned to Dr. Williams' pink pills, the medicine which had been so good a friend to me in Johannesburg, and once again I tried them. After a few bottles the fever entirely left me, and although it is now five years since this happened I have never had another attack. I can confidently say that these pills are responsible for my excellent health."

An immediate improvement in the condition of the blood is the first thing necessary for the elimination of sickness and disease. As the blood gains in purity, richness and strength so the health improves until fully restored. For purifying, strengthening and enriching the blood Dr. Williams' pink pills for pale people stand supreme. Through the blood they build up the nervous system. This is the simple reason for their world-wide reputation as a remedy for anæmia, debility, disorders of the digestion, skin ailments, nervous complaints, and for the special maladies of ladies. They can be obtained from most medicine vendors and from the Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai, China, one bottle for a dollar and a half, six for eight dollars, post free. It should be added that Mr Van Tuinen now resides at Bandjermasin, Borneo, where he holds a responsible position in the office of the "Gewestelijk Intendant.

Auctions.

G. R.

PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 19th day of June, 1911, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land West of Pokfulam Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Register No.	Lot No.	Locality.	Boundary Measurements. N. ft.	S. ft.	E. ft.	W. ft.	Contents in Sq. feet.	Annual Rent.	Upset Price.
1	Rural Building Lot No. 196.	Between Nos. 6 & 7 Bridges Road of Pokfulam Rd.	(As per sale plan.)				74,145	212	2,707

778

'THE CHINA MAIL.'

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address 'MAIL' Hongkong. Telephone No. 22.

THE CHINA MAIL, LTD

"THE CHINA MAIL" RAILWAY SOUVENIR!

WHITEAWAY'S

Flags, Streamers, Ribbons etc for Decorations.

Red, White and Blue Ensigns

Size 15 by 12 ins.	Price 10 Cts.
30 " 17	30
35 " 24	35

Scotch Standards

Size 27 by 20 ins. Price 30 Cts.

Australian Commonwealth

Size 17 by 15 ins. Price 20 Cts.

Welsh Dragon

Size 30 by 17 ins. Price 30 Cts.

Streamers

ASSORTED COLOURS

Price 15 Cents Each

Decorative Art Muslins

Colours, Red, White, Blue, Green, Yellow and Pink. Width 50 ins.

Price 30 Cents

Union Jacks

Size 6 by 4 ins.	Price 6 Cts.
15 " 10	10
23 " 14	20
33 " 24	40

St. George's Cross

Size 30 by 17 ins. Price 30 Cts.

Royal Standards

Size 15 by 12 ins.	Price 10 Cts.
30 " 17	30

Irish Standard

Size 27 by 20 ins. Price 30 Cts.

Tricolour Ribbons

Width	¾	1½	1½	2	ins.
Price	10	12	15	18	Cts. Yard

Whiteaway, Laidlaw & Co., Ld., 25, Des Vœux Road.

THE SHIP'S ENGINEER.

To *The Statesman* a correspondent writes:—

Having for the last number of years done quite a lot of travelling, both by land and sea, I pride myself on being very observant, even in the smallest details which are likely to come under the eye of the every day traveller. On different occasions I have taken trips of six and seven days' duration going to and from the different places in the East, and have always, at all times, looked on the daily routine on boardship as being very interesting. The changing of watches, the captain going his rounds, the navigating officer with his sextant taking the sun at mid-day, and the fourth officer mustering the boat's crew every night at three bells in the dog-watch (half-past seven) (although this is too often a farce) and is treated by the native seamen as a huge joke) are all aids to the enjoyment of life on board ship. Had I been questioned as to my knowledge regarding ship life, I would have said that I knew all about the work and the duties allotted to each officer, but alas, like the sightseer, I missed one of the most important offices on boardship, namely the engineer.

One day, being desirous of something to read on the steamer I was travelling on, I got a volume from the ship's library, which happened to be a nautical yarn, and found, on perusing the book, that the hero was a ship's engineer. This naturally brought me to wonder which of the officers I had become acquainted with on this particular steamer were engineer officers and which were deck officers and I resolved to find out at the first opportunity. That same evening at dinner I remembered the matter, and running to one of the ship's officers sitting next to me at table (who I learned afterwards was the second mate) I enquired if he was an engineer. I was surprised to see that he looked horrified, and answered me in a very indignant manner that he was not. I then asked him who were the engineer officers then sitting at table, and was told that the Chief Engineer was the only one from the engine-room department who dined in the saloon. He volunteered the information that the engineers had a mess-room of their own, and were not allowed the use of the first class deck or permitted to dine in the saloon. This information appeared to me to be very strange, for, if the deck officers were allowed to associate with the first-class passengers, why were not the engineer officers? As I had friends at home belonging to the engineering profession and who were in the best society, I made up my mind to look into the true state of affairs.

The ship I speak of plied between Indian ports and the Straits, and had on that particular trip over one thousand coolies, who were, I must add, of the dirtiest class that one could see. The morning after our conversation at table I enquired where the engine-room officers had their cabins, and was disgusted to find that they had their quarters on the same deck as the coolies, with only a few feet of space intervening between them, whereas the deck officers had their cabins on the upper deck, far removed from the coolies. Having gone so far, I resolved to interview some of the engineers, and on making my way along the deck to their cabins, I was almost sickened with stench coming from the native passengers, and to my mind it was no place for a white man to live near. I found the engineers very interesting, and heard from them that the company prohibited them from using the first-class deck, and the second-class passengers that as a rule the ship carried were people with whom they would not, under ordinary circumstances, associate. Another drawback to using the second-class deck was that, at the time I speak of, it was stacked from the deck to the roof with bags of colour, and the only available space for walking on was very limited. It makes one wonder if the shipowners and directors of some of the large companies actually know the true state of affairs on boardship. When the engineers were off watch they had to confine themselves to their cabins, whereas the mates had the use of all the decks on the ship. It strikes one that it is really the engineer who should enjoy this privilege, after completing his watch of four hours in a hot engine-room. I had the experience of going down to see the engines and boilers, where the temperature was standing at 110 degrees. This heat was what the engineer has to stand from the time he goes on watch till the time he comes up to his stuffy cabin, where he has to remain till it is time for him to go on watch again.

The day after we arrived at our destination I had occasion to go down to the ship, then alongside the wharf. All the deck officers were having the day off, which was only to be expected (it being Sunday), but on going to the engineers' quarters, I found they were all in the engine-room working. On making enquiries from one of the engine-room staff I was informed that it was a common occurrence for them to start work on the ship's arrival in port, and to keep at it till the ship was on the point of leaving again, showing that in port, as well as at sea, the engine-room officers have a much harder time than the deck officers.

One does not need to know much about the engineering profession to see at a glance how the dividends of the large steamship companies must depend on the honest, energetic working of the ship's engineers. On that account, as much as anything else they ought to receive more consideration at the hands of the shipowners. Of recent years the Admiralty has recognized the value of the engineer in the Navy, and to this recognition we have the vast improvement which has taken place in our fighting fleet of to-day.

One hears every day what fine fellows the captain and the deck officers of the merchant service are, but there is never a mention of the engineer officer, for the simple reason, (as one of the saloon passengers remarked) that they are kept in the background. The seagoing engineer of the present day is a very highly educated man, who goes through a training in all the different branches of Marine Engineering (very often a college training) to familiarise himself with the large plants of main and auxiliary machinary which are on the modern ocean-going steamer, and which he must understand. Under the most favourable conditions, the engineer officer's life at sea is a hard one, and in tropical climates his lot is not one to be envied and the every-day traveller cannot dilate enough on the consideration which is due to the man of machinery. Seeing that the naval engineer of to-day has reached the attitude he has on board ship within the last few years; it would pay all shipowners to grant more privileges and better terms to such an important factor on board their ships as the engineer.

How ridiculous it must appear to the engineers of a ship arriving in port to see in the leading papers the congratulations showered on the captain of their ship on the record voyage just completed, when most of the credit of the fast run is due to the engineers. On speaking on this subject to a friend of mine, who is connected with one of the leading steamship companies in London, he told me of a very interesting case that came under his notice. The firm in which he is interested has among their fleet two steamers which are known to indicate the same power. Under the same conditions, they were sent from their home port to some ports in the East and back. It was found that the coal consumed on one ship was a hundred tons more than on the other, and as a result the chief engineer was suspended. On his appealing to his company it was found on examination of the log-books belonging to the two ships, that the mileage covered by the one steamer which had the large consumption was far in excess of the other, showing that the fault lay with the course on the voyage. I am pleased to add that the chief engineer was reinstated.

It is about time that the ship-owners realised the fact that the sea-going engineer is under-valued on board ship and that his status is the highest in the nautical profession.

SIEN TING *Surgeon Dentist*

No. 14, D'Aguilar Street

TERMS VERY MODERATE

Consultation Free

Intimations.

"The Beer That's Brewed to Suit The Climate"

Just the thing for a Picnic

A small cask of O. B. Beer

Fresh from the Brewery.

"Just Try It"

FOR THE HOT SEASON!!!

If you like a cold drink go and get an

ICE BOX



A NEW LOT

HAS JUST ARRIVED.

ALL SIZES TO BE HAD AT REASONABLE PRICES

F. BLACKHEAD & CO. 1563

Weismann, Limited.

Bakers, Confectioners, Caterers, Restauranteurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 969

ON SALE

AT THE

CHINA MAIL OFFICE.

GENTS' WASHING BOOKS. Useful to Bachelors. Price 30 cts.

SAM-TEZ-KING. The Tri-Metrical Classic..... " 30 cts.

A HISTORY OF UNION CHURCH..... " $1.00.

SIR ROBERT HART'S MEMORANDUM. A Series of Articles on Sir Robert Hart's Schemes for the Improvement of China..... " 20 cts.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports, &c.	Eastern	Gibb Livingston & Co.	June 24, 11 a.m.
B'bay, v. S'pore, C'bo.	Ceylon Maru	Nippon Yusen Kaisha	June 27.
Europe, &c	Prinz Eitel Friederich	Melchers & Co.	June 28, 5 p.m.
Fiume, Trieste &c	E. Fr. Ferdinand	Sander, Wieler & Co.	June 28, at 2 p.m.
Haiphong	Sungkiang	Butterfield & Swire	June 19, at 10 a.m.
Kobe & Yokohama	Prinz Waldemar	Melchers & Co.	About June 27.
Kobe & Yokohama	Kitano Maru	Nippon Yusen Kaisha	June 22, a.m.
London, &c	Arcadia	P. & O. S. N. Co.	June 24, Noon.
London, Antwerp, &c.	Ceylon	P. & O. S. N. Co.	About June 29.
Marseilles, v. Saigon	Tonkin	Messageries Maritimes	June 20, at 1 p.m.
Mar., Havre & H'burg	Scandia	Hamburg Am'ka Linie	About June 23.
Mar., L'don, & A'werp	Atsuta Maru	Nippon Yusen Kaisha	June 21, Daylight.
Manila, Cebu & Iloilo	Rubi	Shewan, Tomes & Co.	June 20, at 4 p.m.
Manila	Loongsang	Jardine, M'son Co., Ld.	June 17, at 2 p.m.
Manila, A'tralian Ports	Nikko Maru	Nippon Yusen Kaisha	July 7, at Noon.
Manila, Iloilo & Cebu	Kaifong	Butterfield & Swire	June 20, at 4 p.m.
Manila, Melbourne, &c	Coblenz	Melchers & Co.	June 17, Daylight.
NewYork, v. SuezCanal	Dacre Castle	Shewan, Tomes & Co.	About June 21.
New York	Pathan	Dodwell & Co. Limited	About June 28.
Portland, Or., v. Japan	Henrik Ibsen	Portland & A. S. Co.	June 20, at Noon.
R'dam H'burg & A'werp	Sithonia	Hamburg-Am'ka Linie	June 26.
San Francisco v. Japan	Chiyo Maru	Toyo Kisen Kaisha	June 30, at Noon.
San Francisco v. Japan	American Maru	Toyo Kisen Kaisha	July 21, Noon.
Salina Cruz, v. Japan	Hongkong Maru	Toyo Kisen Kaisha	June 17, at Noon.
San F'cisco, v. Japan	Manchuria	Pacific Mail S. S. Co.	June 24, at 1 p.m.
S'an Francisco v. Japan	Mongolia	Pacific Mail s.s. Co.	July 15, at 1 p.m.
San Francisco v. Japan	Persia	Pacific Mail s.s. Co.	Aug. 4, at 1 p.m.
Shanghai	Anhui	Butterfield & Swire	June 22, at 4 p.m.
Shanghai	Chinhua	Butterfield & Swire	June 17, Midnight.
Shanghai	Delta	P. & O. S. N. Co.	About June 22.
S'hai & Japan Ports	Prinzess Alice	Melchers & Co.	About June 28.
Spore, Penang & C'tta	Lightning	D. Sassoon & Co., Ld.	June 20, at Noon.
S'pore, P'ang, Calcutta	Fooksang	Jardine, M'son & Co, Ld	June 26, at 2 p.m.
Shai, Moji, Kobe, Y'ma	Palermo	P. & O. S. N. Co.	About June 22.
S'hai, Moji & Kobe	Bingo Maru	Nippon Yusen Kaisha	June 20, Daylight.
S'hai, Kobe & Y'hama	Persia	Sander, Weiler & Co.	About June 17.
S'hai, Kobe & Y'hama	Dumbia	Messageries Maritimes	About June 19.
S'hai, Kobe & Y'hama	Yeddo	Swedish East Asiatic Co	About July 22.
S'tow, Amoy & Tamsui	Daigi Maru	Osaka Shosen Kaisha	June 18, at 10 a.m.
S'tow, Amoy & F'chow	Choshun Maru	Osaka Shosen Kaisha	June 21, at 10 a.m.
S'hai, Kobe & Y'hama	Silvia	Hamburg Am'ka Linie	June 19.
S'hai, Kobe & Y'hama	Hellas	Hamburg Am'ka Linie	June 20.
S'tow, Amoy & F'chow	Haiching	Douglas, Lapraik & Co.	June 20, at 11 a.m.
S tow, Amoy & F'chow	Haimun	Douglas, Lapraik Co.	June 23, at 11 a.m
Tientsin	Kueichow	Butterfield & Swire	June 22, at 4 p.m.
Takao & Anping	Shibetoro Maru	Osaka Shosen Kaisha	June 17, at 4 p.m.
V'toria, T'ma & Japan	Mexico Maru	Osaka Shosen Kaisha	June 27, at 11 a.m.
V'ria, B.C., Seattle &c.	Inaba Maru	Nippon Yusen Kaisha	June 20, at 4 p.m.
V'uver & S'tle v. Japan	Luceric	The Bank Line, Ld.	About June 30.
Vancouver, (BC.), &c.	Monteagle	Canadian P'fic R. Co.	June 22, at noon.
Vancouver, (BC.), &c.	Empress of India	Canadian P'fic R. Co.	July 1, at 6 p.m.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION

Paid-up Capital $15,000,000
Reserve Funds—
Sterling £1,500,000 @ 2/- = $15,000,000
Silver 16,250,000
—$31,250,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.
Hon. Mr Henry Keswick—Chairman.
G.H. Medhurst, Esq.—Deputy Chairman.
F.H. Armstrong, Esq. | C. R. Lenzmann, Esq.
G. Balloch, Esq. | F. Lieb, Esq.
Andrew Forbes, Esq. | E. Shellim, Esq.
G. Friesland, Esq. | H. A. Siebs, Esq.
C. S. Cubbay, Esq.

Chief Manager:
Hongkong—N. J. STABB.

Manager:
Shanghai—H. E. R. HUNTER.

London Bankers—London County and Westminster Bank, Limited.

Hongkong—Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2½ per cent per annum.
,, 6 ,, 3½ ,, ,,
,, 12 ,, 4 ,, ,,

N. J. STABB,
Chief Manager.

Hongkong, April 19, 1911.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, January 24, 1911. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Incorporated by Royal Charter 1851,
Head Office, London.

Paid-up Capital £1,200,000
Reserve Fund £1,625,000
Reserve Liability of Proprietors £1,200,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 %
,, ,, ,, 6 ,, 3½ %
,, ,, ,, 3 ,, 2½ %

Wm. DICKSON,
Manager.

Hongkong, May 1, 1910.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed do. £1,125,000
Paid-up do. .... £ 562,500
Reserve Fund .... £ 325,000

Bankers
London Joint Stock Bank, Limited.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits:—
For 12 months 4
,, 6 ,, ... 3½ %
,, 3 ,, ... 2½ %

F. C. MACDONALD,
Acting Manager.

Hongkong, April 28, 1911. 41

Banks.

INTERNATIONAL BANKING CORPORATION.

Capital, Paid-up .... Gold $3,250,000
Reserve Fund .... Gold $3,250,000
Gold $6,500,000

Head Office: 60 Wall Street, New York.
London Office: 36 Bishopsgate.

LONDON BANKERS:
Bank of England.
National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent per annum.
For 6 ,, 3½ per cent per annum.
For 3 ,, 3 per cent per annum.

GEO. HOGG,
Manager.
No. 9, Queen's Road Central.

Hongkong, February 20, 1911.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.

Paid-up Capital ...Fl. 45,000,000 (£3,750,000), About
Reserve Fund ...Fl. 6,632,236,—(£552,686).

HEAD OFFICE—Amsterdam.
HEAD AGENCY—Batavia.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Djember, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Bandoeng, Padang, Medan (Deli), Palembang, Rota-Radja, (Acheen), Macassar, Bandjermasin.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Robe, Melbourne, Sydney, New York, San Francisco, &c., &c.

London Bankers:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per Annum on balances.
Fixed Deposits 12 months 4½ % per Annum
Do. 6 months 4 % Do.
Do. 3 months 3½ % Do.

A. F. VAN REES, *Agent.*

Hongkong, July 26, 191

YOKOHAMA SPECIE BANK.

Established 1880.

Capital Paid-up ... ... Yen 24,000,000
Reserve Funds ... ... ,, 16,850,000

Head Office—YOKOHAMA.

Branches and Agencies:

Tokio.	Kobe.	Nagasaki.
London.	Lyons.	New York.
San Francisco.	Honolulu.	Bombay.
Shanghai.	Hankow.	Newchwang.
Tientsin.	Peking.	Antung.
Port Arthur.	Dalny.	Tie-ling.
Liaoyang.	Mukden.	Chang-chun.
	Osaka.	

Hongkong—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—
For 12 months .... 4 % per annum.
For 6 months .... 3½ % ,,
For 3 months .... 2½ % ,,

TAKEO TAKAMICHI,
Manager.

Hongkong, March 13, 1911.

HONGKONG TENNIS CHAMPIONSHIP.

Lieut. Day wins the Final.

A large crowd of tennis enthusiasts assembled on the Hongkong Cricket Club ground last evening to witness the championship final between Lieut. Day, K.O.Y.L.I., and Capt. G. T. Brierley, R.A. The former, who was general favourite, had won his way into the final by overcoming in turn A. R. Fisher, R.N., C. Willson, C. T. Rose and S. E. Green; while his opponent has accounted for M. R. Harris, Capt. Addison, Capt. Crawford, and received a walk-over from R. Hancock.

It took 14 games to decide the opening set, the scores being game about until Day was leading 7/6, when he added another and thus won. At the commencement Brierley made a good impression and showed that the fight would be by no means the walk-over for his opponent which some imagined it would be. Both men showed good all-round form in the first four games, but in the fifth Day lost through hitting out, his opponent thus taking the lead by the odd game for the third time. Some good rallies were seen in the next game, which went to Day, who also walked off with the seventh, a love one, Brierley made it "four all" by judicious placing and also got the next of Day's service, only allowing him to register once. The tenth game was the best of the set. Brierley was leading 5/4, and the game was taken to deuce. Showing marked resourcefulness and placing with capital accuracy, he got the vantage on two occasions, thus only needing a point to capture the set. Day, however, was still game at heart and by unerring judgment he snatched three points in succession and made the score "five all." Then Day got the next game and in the twelveth needed only a point to settle matters, but Brierley, by some fine volleying, drew level. However, Day was not to be denied and, getting the next two games, won a well-played set at 8/6.

The second set was also exceedingly close, twelve games being fought out before it was decided in favour of the leader. By the commencement of this set both men had settled down to the conditions, though the heat was somewhat trying. The early games were contested in ding-dong fashion, each man snatching one in turn. In the fifth Day got a love game, Brierley showing signs of tiring, while there was a long tussle in the eighth, deuce being called four times, Brierley ultimately won it and made the score "four all." Day took the next, but the other man revived in the tenth and won it to love, thus evening the game scores. Then Day replied with a love game and also got the next after deuce, and with it the set.

There was now only one man in it. Day was lasting much better than his opponent, who seemed to be throwing away points in the early stages of the third set. The lieutenant walked off with the first four games, beating his man at all points. Then Brierley bucked up a little and got the next, but this was all he scored, and Day won the set by 6/1.

The match was therefore won by Day by three sets to love and 21 games to 12. The winner undoubtedly deserved his victory, being the better man of the two. He was much freer in his movements, possessed a distinct advantage in his service and was more resourceful in back-hand play. Brierley, however, made a fine fight and showed vast improvement on last year's form. Some of his recoveries were remarkably good, his play was thrusty and powerful, while he shone particularly well at volleying and lobbing.

With one exception, this is the first time the Championship has been won by a military player, previous winners having been:—

1898, Lt. H. S. Moberley.
1899, H. Pinckney.
1900, H. Pinckney.
1901, H. Pinckney.
1902, A. Humphrey.
1903, H. Hancock.
1904, H. Hancock.
1905, H. Pinckney.
1906, T. B. Norrie.
1907, H. Hancock.
1908, C. A. Carr.
1909, C. A. Carr.
1910, C. A. Carr.

The *Perak Pioneer* hears that a Japanese syndicate has bought up a rubber estate in the F.M.S., and that the only Japanese labour will be employed thereon.

The French Geographical Society has just held its annual meeting, when the prize list was announced. Amongst the prize-winners Commandant Henri de Lacoste received the Léon Dewez gold medal for his exploration in Northern Manchuria; Captain A. Cottes gets the Logerot prize for his published work on the Annamite chain; the Eugène Potron prize goes to Dr. L. Vaillant for his topographical work in connection with the Pelliot Mission; M. F. G. Farant wins the Francis Garnier prize for his volume on Cambodian Astronomy; and the Milne Edwards silver medal is presented to M. Octave Collet for his book, "L'île de Java sous la domination française." The latter part of the meeting was occupied with a lecture on "Le Trans-Indo Chinois," by Captain Baudesson.

A REMINDER.

DO not forget to take Chamberlain's Colic, Cholera Diarrhoea Remedy with you when starting upon a trip. It can not be obtained on board the trains or steamers and at this season of the year no one can tell when it may be required. For sale by All Chemists and Storekeepers.

SHIPPING.

Latest Steamer Movements.

(Exclusive of Movements reported to-day.)

BUTTERFIELD & SWIRE.

O. S. S. C.

Achilles, L. H.K. O. May 28.
Agamemnon, L. S'pore H. May 24.
Ajax, P. Canal, H. May 5.
Alcinous, L. S'pore, H. May 19.
Antenor, L. H.K. H. June 14.
Antilochus, A. H.K. H. June 10.
Bellerophon, P. Canal H. June 2.
Calchas, P. Canal, O. May 25.
Cyclops, L. Yokohama, H. May 16.
Dardanus, L. Sourabaya, H. May 22.
Deucalion, P. Canal O. June 2.
Idomeneus, A. Home May 30.
Ixion, L. Sourabaya, H. May 15.
Jason, L. S'pore H. June 2.
Laertes, A. Home May 30.
Machaon, L. Yokohama H. June 6.
Menelaus, P. Canal O. May 19.
Patroclus, A. Home June 13.
Peleus, L. Liverpool June 2.
Perseus, L. Liverpool, June 10.
Prometheus, P. Canal O. June 9.
Stentor, L. H.K. O. May 31.
Tantalus, L. Batavia, H. May 2.
Telamon, L. Liverpool June 3.
Teucer, L. Tacoma H. June 14.
Theseus, L. S'pore H. June 7.
Titan, L. H.K. for Vancouver, May 18.
Tydeus, P. Canal, O. May 25.

C. M. S. N. C.

Astyanax, L. Liverpool June 1.
Atreus, L. H.K. H. June 13.
Keemun, L. Liverpool, O. May 27.
Kintuck, A. Home, June 2.
Memnon, P. Canal, H. June 13.
Nelous, L. Singapore, O. May 9.
Ningchow, L. Sourabaya, June 14.
Oanfa, A. Home, May 19.
Ping Suey, L. H.K. O. May 22.
Protesilaus, L. H.K. O. June 14.
Teenkai, L., S'pore O. June 3.
Yangtsze, L. S'pore, O. June 5.

C. N. C.

Anhui, L. H.K. for S'hai June 8.
Chenan, A. H.K. from Canton June 10.
Changchow, A. H.K. from Newchwang June 15.
Changsha, L. Hongkong, for Australia, May 3.
Chinhua, L. H.K. for Canton, June 15.
Huichow, A. H.K. from Canton June 14.
Hunan, L. H.K. for S'hai, May 31.
Ichang, L. H.K. for Amoy, May 28.
Kashing, L. H.K. for S'hai May 29.
Kaifong, L. H.K. for Manila, May 30.
Kuikiang, L. H.K. for S'hai, May 18.
Kweilin, L. Hongkong, for Amoy May 7.
Kueichow, L. H.K. for Amoy and Tientsin, May 30.
Kwangse, L. H.K. for Swatow and Newchwang, June 15.
Linan, L. H.K. for S'hai June 15.
Luchow, L. H.K. for S'hai, June 1.
Nanchang, L. H.K. for Chefoo, June 3.
Ningpo, L. H.K. for S hai, June 11.
Pakhoi, L. H.K. for S'hai, June 2.
Sungkiang, L. H.K. for Haiphong, June 8.
Singan, L. H.K. for Haiphong, June 12.
Shantung, L. H.K. for Hongay June 11.
Szechuen, L. Hongkong, for Amoy and Shanghai, May 11.
Tean, L. H.K. for Manila, June 13.
Taming, L. H.K. for Manila, June 6.
Tamsui, L. H.K. for S'hai, June 4.
Taiyuan, A. H.K. for Aus'lia, June 14.
Yochow, L. Hongkong, for Amoy and Shanghai, May 9.
Yunnan, A. H.K. from Canton, June 13.

N. D. L. O. L.

Anghin, L. Hongkong, for Bangkok, May 26.
Chowtai, L. H.K. for S'pore June 1.
Choising, L. H.K. from Hoihow & S'pore May 23.
Devawongse, L. H.K. for Amoy and S'pore, June 7.
Kohsichang, A. H.K. from Saigon May 31.
Keongwai, A. H.K. from Saigon, June 6.
Loosok, A. H.K. from Bangkok & Hoihow June 14.
Locksun, L. H.K. for Swatow & Bangkok June 10.
Machew, A. H.K. from B'kok and Swatow, June 3.
Petchaburi, L. H.K. for Swatow and S'pore June 10.
Phranang, L. H.K. for Bangkok May 31.
Pitsanulok, L. H.K. for Swatow and B'kok, June 7.
Pakhat, L. Hongkong.
Pontong, A. H.K. from Bangkok, June 7.
Rajaburi, L. Hongkong, for Swatow & S'pore May 23.
Samsen, A. H.K. from Bangkok June 8.
Tsintau, A. H.K. from B'kok & Swatow June 10.
Wongkoi, L. H.K. for Hoihow & Bangkok June 8.

JARDINE, MATHESON & Co., LD.

Cheongshing, L. H.K. for Swatow and Wei-hai-wei, June 6.
Chunsang, L. Hongkong, May 1.
Choysang, L. H.K. for S'hai May 14.
Chipshing, L. H.K. for Swatow & Tientsin June 13.
Fausang, L. H.K. for Kobe, June 14.
Fooksang, L. H.K. for S'hai May 30.
Fooshing, L. Calcutta for Straits and H.K. May 9.
Hopsang, L. H.K. for Singapore June 14.
Hangsang, L. H.K. for Swatow and S'hai June 13.
Kwongsang, L. H.K. for S'hai May 31.
Kumsang, L. H.K for S'pore June 7.
Kutsang, L. H.K. for Calcutta, May 31.
Loksang, A. H.K. from Canton, June 14.
Loongsang, A. H.K. from Manila June 13.
Laisang, L. Calcutta, June 7.
Mausang, L. H. K. for Sandakan, June 14.
Namsang, L. S'pore for H.K. June 10.
Onsang, L. H.K. for Chinwantao June 7.
Suisang, L. H.K. for Saigon June 8.
Tungshing, L. Hongkong, April 18.
Tingsang, L. Hongkong, April 9.
Wosang, L. Hongkong, April 19.
Wingsang, L. H.K. for Hankow June 11.
Yuensang, L. H.K. for Manila June 6.
Yatshing, A. H.K. from S'hai & Swatow June 14.

SHIRE LINE.

Breconshire, A. Kobe H. June 10.
Cardiganshire, P. Canal O. June 6.
Carmarthenshire, L. London, O. June 10.
Denbighshire, L. S'hai O. June 7.
Flintshire, L. Colombo H. June 4.
Glamorganshire, P. Canal H. May 30.
Monmouthshire, A. Singapore H. June 12.
Pembrokeshire, L. Colombo O. June 11.

INDRA LINE.

Indradeo, P. Canal, O. June 2.
Indrasamha, P. Canal O. June 9.

CHINA MERCHANTS S. N. Co.

Chi-yuen, L. H.K. for Canton, June 12.
Kwang-lee, L. H.K. for S'hai, June 10.
Kwang-tah, L. H.K. for S'hai, June 3.
Taishun, L. H.K. for Canton June 15.

NIPPON YUSEN KAISHA.

Aki Maru, A. Marseilles June 13.
Awa Maru, L. Y'hama for Seattle, June 7.
Atsuta Maru, A. Y'hama, May 22.
Bombay Maru, L. H.K. for S'hai, June 7.
Bingo Maru,
Ceylon Maru, L. H.K. for S'hai May 23.
Colombo Maru, L. H.K. for S'pore, May 17.
Chikugo Maru, L. Shanghai for [illegible] May 14.
Chikuzen Maru, L. Yokohama, for Shanghai, May 21.
Hakuai Maru, L. Shanghai for Yokohama, May 20.
Hirano Maru, L. London June 10.
Hakata Maru, L. H.K. for Bombay, June 14.
Hitachi Maru, A. Y'hama from H.K. June 5.
Inaba Maru, A. H.K. from S'hai, June 11.
Iyo Maru, L. London, May 27.
Kamakura Maru,
Kawachi Maru, A. H.K. from Y'hama June 14.
Kosai Maru, L. Shanghai for Yokohama, May 27.
Kumano Maru, L. for Australia, May 12.
Kaga Maru, L. H.K. for S'pore, June 7.
Kamo Maru, A. London, June 8.
Kitano Maru, P. Canal for Colombo, May 26.
Kanagawa Maru, P. Canal for Europe, June 9.
Miyazaki Maru, A. Kobe from H.K., June 13.
Mishima Maru, L. Colombo for Europe, June 9.
Nikko Maru, L. H.K. for Nagasaki June 7.
Sado Maru, A. at Seattle, May 12.
Soyo Maru, P. Canal for Colombo, May 16.
Tamba Maru, L. Seattle, from Yokohama, June 6.
Tosa Maru, L. S'pore for Bombay, June 7.
Tango Maru, A. London, May 29.
Wakasa Maru, P. Canal for Colombo, May 19.
Yawata Maru, L. Manila for Australia, June 12.
Yamaguchi Maru,

GREAT NORTHERN S. S. Co.

Minnesota, L. Seattle, June 19.

HAMBURG-AMERIKA LINIE.

Alesia, P. Canal, H. May 16.
Ambria, A. Hamburg May 11.
Aragonia, A. Yokkaichi O. June 9.
Arcadia, L. H.K. H. June 8.
Bayern, L. H.K. H. May 30.
Belgravia, L. S'pore H. May 14.
Brasilia, A. Y'hama May 30.
Brisgavia, P. Canal O. May 23.
Freienfels, L. H.K. H. June 9.
Hellas, L. S'pore O. June 14.
Kowloon, L. H.K. for Chinkiang, June 12.
Liberia, P. Canal O. June 8.
Loongmoon, L. H.K. for Saigon, June 15.
Lyeemoon, L. H.K. for Saigon, May 26.
Ockenfels, L. Penang O. May 24.
Ogil, L. Hamburg, O. May 1.
Preussen, A. Hamburg May 25.
Rheinfels, A. Europe June 13.
Sachsen, L. H.K. H. May 25.
Sambia, A. Hamburg, May 14.
Saxonia, P. Canal O. June 2.
Scandia, L. Y'hama, June 6.
Segovia, P. Canal O. May 30.
Senegambia, A. Europe June 9.
Silesia, A. Hamburg, May 11.
Sithonia, L. Taku for Hankow May 31.
Slavonia, L. H.K. O. June 8.
Sopernik, L. Hongkong, O. May 17.
Spezia, P. Canal O. May 31.
Suevia, L. Hongkong, H. May 11.
Silvia, P. Canal O. May 19.
Vandalia, L. H.K. H. June 2.

P. & O. S. N. Co.

Arcadia, L. H.K. for S'hai June 8.
Assaye,
Borneo, A. London June 2.
~~Ceylon, L. H.K. for Shanghai, May 13.~~
Candia,
Devanha, L. H.K. for S'pore, May 27.
Delhi, L. H.K. for S'pore, June 10.
Delta, L. H.K. for Singapore May 13.
Nore,
Nile, L. H.K. H. June 15.
Nubia, L. H.K. O. June 4.
Marmora,
Palma, P. Canal H. June 2.
Peshawur,
Palawan, A. London, May 18.
Poona, L. H.K. O. May 20.
Palermo, P. Canal O. May 26.
Syria, A. Colombo O. June 14.
Sunda,
Sicilia, A. Colombo H. May 31.
Socotra, L. London O. May 24.
Sumatra, L. H.K. H. May 31.
Simla, A. H.K. O. June 15.

MESSAGERIES MARITIMES.

Australien, P. Canal H. June 13.
Armand-Behic, P. Canal O. June 9.
Dumbea, P. Canal, O. May 26.
Ernest Simons, L. H.K. O. June 5.
Nera, L. H.K. H. June 6.
Polynesien, A. Home, May 12.
Salazie,
Tonkin, L. H.K. O. May 29.
Tourane, A. Marseilles, H. June 6.
Ville de la Ciotat, P. Canal O. June 6.
Yarra, L. Marseilles, O. June 18.

MELCHERS & Co.

Arabien, L. H.K. for Sabang June 11.
Cathay, L. S'pore for Copenhagen, May 1.
Neckar, A. Shanghai, O. May 21.
Siam, L. H.K. for Tokio, June 3.

NORDDEUTSCHER LLOYD.

Borneo, A. H.K. from Sandakan June 15.
Buelow, A. Colombo H. June 12.
Coblenz, L. Y'hama, June 10
Derfflinger, L. H.K. H. June 15.
Gneisenau, A. S'pore H. June 12.
Kleist, A. England, May 19.
Luetzow, A. Home May 5.
P. E. Friedrich, A. Y'hama June 11.
Prinz Ludwig, A. Bremen, June 11.
Prinzess Alice,
Prinz Waldemar, A. Sydney, May 21.
Prinz Sigismund, A. Sydney, June 13.
Yorck, L. H.K. O. June 14.

DODWELL & Co.

Ghazee, A. Boston, June 2.
Lovat, A. Y'hama, June 4.
Montrose, P. Canal H. June 13.
Muncaster Castle, L. Manila H. May 23.
Pathan, L. Kobe for Moji, June 11.
Satsuma, L. New York for H.K. June 10.
Sikh, P. Canal O. May 19.
Suruga, L. S'hai for Moji June 7.

AUSTRIAN LLOYD.

Austria, A. Colombo O. May 14.
China, L. H.K. H. May 20.
E. F. Ferdinand, L. H.K. O. May 20.
Nippon, P. Canal O. June 6.
Persia, L. S'pore O. June 10.
Vorwaerts, A. London May 26.

BANK LINE.

Jeseric, L. H.K. O. June 14.
Kumeric, A. Moji, O. June 14.
Luceric, A. Manila, H. June 10.
Orteric, L. Seattle June 7.
Saveric, A. Vancover, June 3.
Strathardle, A. Vancover, May 13.

SHEWAN, TOMES & Co.

Rubi, L. Manila for H.K. June 14.
Zafiro, L. H.K. for Manila June 10.

GAELIC LINE.

Glenlogan, L. H.K. O. June 15.
Glenroy, L. H.K. O. May 19.
Glenstrae, L. H.K. H. May 7.

SWEDISH E. A. Co.

Canton, L. H.K. O. May 18.
Nippon, L. H.K. O. June 15.
Yeddo, A. H.K. July 22.

GIBB, LIVINGSTON & Co.

Aldenham, L. H.K. for S'hai June 1.
Eastern, L. Port Darwin for H.K. June 5.
Empire, L. Sydney, June 11.
St. Albans, L. H.K. [illegible]

BEN LINE.

Benalder, L. Bangkok H.
Benarty, L. H.K. for Sourabaya, June 7.
Ben[illegible], L. Cebu H. May 23.
Ben[illegible], P. Canal O. June 2.
Bengloe, L. Cebu H. April 29.
Benlarig, P. Canal O. May 23.
Benledi, L. H.K. O. May 26.
Benmohr, L. H.K. for Kobe June 3.
Benvorlich, L. H.K. for Nagasaki June 8.

CANADIAN PACIFIC R. Co.

Empress of India, L. Y'hama O. June 15.
Empress of China, L. S'hai H. June 13.
Empress of Japan, A. Shimidzu H. May 28.
Monteagle, L. Moji O. June 12.

PACIFIC MAIL.

China, A. H.K. June 5.
Korea, L. Y'hama H. June 7.
Manchuria, L. Manila, O. June 14.
Mongolia, L. Honolulu O. June 12.
Persia, L. Honolulu, H. June 6.
Siberia, L. Nagasaki H. June 15.

PORTLAND AND ASIATIC.

Hercules, L. Portland O. May 24.
Henrick Ibsen, L. Moji O. June 11.
Hygia, L. Manila H. May 30.

TOYO KISEN KAISHA.

America Maru, L. San Francisco, June 14.
Buyo Maru, L. Salina Cruz for S. America June 7.
Chiyo Maru, L. Y'hama for Kobe, June 12.
Hongkong Maru, A. H.K. from Moji, May 31.
Hiyo Maru, L. Manzanillo for H.K. June 10.
Nippon Maru, L. Y'hama for San Francisco, June 13.
Tenyo Maru, A. Frisco June 8.

OSAKA SHOSEN KAISHA.

Chicago Maru, L. Tacoma May 27.
Mexico Maru, L. S'hai for H.K. June 12.
Seattle Maru, L. H.K. for Keelung and Tacoma June 13.

APCAR LINE.

Arratoon Apcar, L. H.K. for S'pore, June 12.
Catherine Apcar, L. H.K. for S'pore May 24.
Gregory Apcar, L. H.K. for S'pore, May 20.
Japan, L. H.K. for S'hai June 12.
Lightning, A. H.K. from S'pore June 12.

JEBSEN & Co.

Amigo, L. H.K. for Hoihow, June 11.
Carl Diederichsen, L. H.K. for Hoihow, June 12.
Clara Jebsen, A. H.K. from Amoy June 14.
Germania, A. H.K. from Hoihow June 15.
Helene, L. H.K. for Swatow, June 15.
Johanne, A. H.K. from Hoihow, June 12.
Marie, L. H.K. for Saigon, June 4.
Mathilde, A. H.K. from Hoihow June 14.
Signal, L. H.K. for Haiphong, June 15.
Triumph, L. H.K. for Haiphong, June 11.

JAVA-CHINA-JAPAN LIJN.

Tjibodas, L. H.K. for Batavia, May 20.
Tjikini, L. H.K. for Y'hama May 29.
Tjiliwong, A. H.K. from Miike, May 29.
Tjimahi, L. H.K. for Batavia, June 11.
Tjipanas, L. H.K. for Batavia, May 27.
Tjitaroem, A. H.K. from Macassar June 10.
Tjitarven, A. H.K. June 10.
Victoria, L. H.K. for Wakamatsu, May 3.

A. R. MARTY.

Hongkong, A. H.K. from Pakhoi, June 12.
Hanoi, L. H.K. for Haiphong, June 14.
Hue, laid up in Hongkong.

H. = Homeward.	P. = Passed.
O. = Outward.	H.K. = Hongkong.
L. = Leaves or Left.	
A. = Arrives or Arrived.	

The Editor would be grateful if Steam Ship Company Agents would assist him in keeping the above column up to date by occasionally cutting out their list of steamers and sending same to this office with corrections and additions.

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Hongkong, June 1, 1911. 1052

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HOUSE No. 9A, WONG-NEI-CHONG ROAD.
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64, Bonham Strand West.
Hongkong, May 15, 1911. 650

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YEE SANG CAT,
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Hongkong, February 23, 1911. 268

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FLATS in NATHAN ROAD, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.
New and Commodious SHOPS, NATHAN ROAD, Kowloon, Immediate possession, Cheap Rental.
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Hongkong, March 23, 1909. 408

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Hongkong, June 1, 1911. 2

TO LET.

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The EYRIE, No. 13, PEAK, newly painted and colourwashed.
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Hongkong, May 10, 1911. 16

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Cold and Hot Water throughout.

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STANDING in its own grounds with Tennis and Croquet Lawns, Large, Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone, No 690.
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Hongkong, September 2, 1908. 121

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Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.
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Good Food, Clean Rooms, each with Separate Bathroom.
REASONABLE CHARGES.
Two minutes walk from the principal landing place.
BAR, BILLIARDS AND BOWLING ALLEY.
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Proprietor.
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NORTH OF THE TWEED.

(From Our Scottish Correspondents.)

EDINBURGH, May 23.

MINERS' WELCOME TO AUSTRALIAN PREMIER.

The local patriotism of the lads of Kyle, Carrick, and Cunningham is proverbial; and it was not surprising when Sir Andrew Fisher, Prime Minister of Australia, on his return to the Homeland on Imperial business, stipulated that his first public appearance should be among his own people. The miners were not slow to respond to his remembrance of his native district, and on his visit to Ayrshire last week they gave him a rousing welcome. One thing which greatly pleased them was that, despite the honours that had come upon him he was still "the same Andrew Fisher" who had worked in the pits. The principal function was a banquet by the Ayrshire Miners' Union, and it was peculiarly appropriate that the chair should be occupied by Mr Keir Hardy: in his youth he was in the coal seams along with Mr Fisher. But of course Mr Keir Hardy put his foot in it: he always says the wrong thing. He criticised the German Emperor and lectured the Australian Premier about Australian affairs, and expressed regret that the great Southern Continent and the other Oversea Dominions were now creating Armies and Navies for their defence. Mr Fisher, in his reply, dusted Mr Keir Hardy aside in the neatest fashion. He declined to take his old comrade seriously. "We all know the man," he said amid appreciative laughter; and, "it is an easy thing to sit in Scotland and say that these measures of defence are not necessary; but let any one become a citizen of Australia, and pick up a map, and see how the great Continent is lying in the centre of the Pacific, and if he comes to a decision similar to that of Mr Keir Hardy, then that person is wanting in perspective judgment." This was a "nasty one," as a street boy would say, and the chairman got another from Sir Robert Reid, the High Commissioner of the Commonwealth,—who, by the way, comes from the neighbouring county of Renfrew. "Even monarchs," said Sir George, "could be pretty good fellows, and they had always to remember how they would shape themselves. Just fancy Keir Hardy as an Emperor. He would like them to express a counter opinion to Emperor Keir Hardy." And the miners cheered and laughed; they "know the man."

THE LATE MR GALLOWAY WEIR, M.P.

The death is announced of Mr Galloway Weir, M.P. for Ross and Cromarty. An advanced Radical, he took a special interest in the crofters and fishermen of the Highlands; he pressed their interests upon the House of Commons in season and out of season,—mostly, it is to be said, out of season. This made him a favourite butt of the Parliamentary correspondents and caricaturists. Perhaps no member on the backbenches was more often described by pen or pencil. But, at the same time, no doubt was ever whispered as to his sincerity or of the motives which led him to champion his constituents so assiduously. He was an example of the old truth that the well meaning man is often the greatest bore. On occasion he had the courage to break away from the great majority of his fellow members on his own sides;—it is well-known that he was bitterly disappointed when the present Government refused the opportunity of a compromise with the House of Lords on the question of a land bill for the Highlands, and would willingly have ranged himself with the Unionists in order to press for a settlement. Unfortunately, the House of Commons was never sympathetic towards him. Members laughed at his persistence in putting questions; but he was impervious to ridicule or clamour. And the laughter was not unmixed with nervousness on his own Front Bench: he had an unquenchable thirst for information, and no political tie prevented him shedding the light of day on the backslidings of officials or Ministers. The ingenuity with which he drafted questions on the minutest administrative points affecting his constituency has never been equalled, and this peculiar talent made him the subject of a famous political rhyme, attributed, though wrongly, to Sir Wilfred Lawson,—

The weary Weir, with questions queer,
The notice paper crams,
There surely never was a weir
That caused so many dams.

SHIPPING.

The two steamers of the "N" class which are now building at Messrs Caird and Co.'s yard at Greenock for the P. & O. Co. are to be named Netley and Nankin. They are intended for the company's intermediate passenger service to Calcutta and to China and Japan.

The new steamer Sheng Ta, built by Messrs Napier and Miller, Old Kilpatrick, leaves Glasgow this week on her maiden voyage to Hain-Ho Wharf. She is to be engaged in the China coasting trade, and is manned by a full crew of Chinamen.

The new P. and O. mail steamer Medina is being fitted out at Greenock, according to plans approved by the King, for the conveyance of His Majesty and Queen Mary to India in November.

WHOLESALE ARSENIC POISONING.

Arsenic in bread is believed to have been the cause of a serious outbreak of sickness in the island of Arran. Fifty people are affected, and one, a child of eighteen months, has died. The firm of bakers in Lamlash from which the bread came, closed their premises and sent the bread ingredients for analysis. How the poison came to find its way into the bread is the subject of searching investigation by the police authorities, and circumstances seem to point to the stage between the mixing of the dough and the making up of the loaves for firing.

CUM VENIET BRUMA.

Horace, Car. IV., x.

In the bloom of your youth, in the flush of your strength,
You may prance, for the day of your triumph is now;
For age, long pursuing, shall claw you at length,
Disfigure your poll, and draw scores on your brow.
Yet the mind may improve, though the person decay;—
But you cannot have both at their best in one day.
They are most to be pitied, left out in the cold,
That are plain in their youth and silly when old,
And they to be envied, as favoured both ways,
First handsome, then wise at the end of their days.

Hugh Haliburton.

MISCELLANEA.

Glasgow Corporation has decided to obliterate betting news in the journals supplied to the public reading-rooms in "districts where the gambling trouble is most felt."

Mr Henry Alexander, Edinburgh, has accomplished the feat of ascending Ben Nevis by motor-car.

MARRIAGE.

Charles Lyell, M.P. for South Edinburgh, only son of Sir Leonard and Lady Lyell of Kinnordy, Kirriemuir, to Rosalind Margaret, elder daughter of Mr Vernon Watney and Lady Margaret Watney, of Cornbury Park, Oxfordshire, and Fannich, Loch-luichart, Ross-shire, and niece of the Earl of Portsmouth.

OBITUARY.

Colonel Home Drummond of Blair Drummond and Ardoch, late of the Scots Guards, for some time representative of Perthshire in Parliament, one of the leading public men in the county, 65. He is succeeded in the estates by Captain Drummond Murray of Abercairney.

Lieutenant Cecil Cameron, 57th Battery R.F.A., and his wife, are being tried at Edinburgh for attempting fraudulently to obtain £6,500, the sum for which a certain pearl necklace was insured. The defendants state that the necklace was stolen in a street in Edinburgh, while the prosecution maintains that no robbery occurred.

JUST WHAT ITS NAME IMPLIES

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is that all its name implies. There has never been a case reported of cramp colic, cholera morbus or dysentery when this remedy was used that it did not give prompt relief. It is as good for the child as for the adult and all danger from cholera infantum will be avoided if this medicine is promptly administered. For sale by all Chemists and Storekeepers.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.45 a.m. to 12 Noon....Every 15 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

THE
NORTH POLE
WAS FOUND BY COOK

And we have found a way for you to have a cool and pleasant afternoon.
That is by calling up 482 and letting us send you one of our Motor Cars.
Then go along the Beach, and over the Hills and get the Sea and Mountain air.

PHONE 482.

C. LAURITSEN,
Managing Proprietor.
Dragon Cycle Depot.
63, Des Vœux Road Centra
Hongkong, January 18 1911. 82

HONGKONG AVERAGE MARKET PRICES

Corrected to Thursday, June 15th, 1911.
At 100 cents per Dollar Mexican.

Butcher Meat. 肉食

		cts.	
Beef Sirloin & Prime Cut—Mei Lung Pa	lb	20	扒龍美
,, Corned—Ham Ngau Yuk ...	,,	22	鹹牛肉
,, Roast,—Shiu ,, ,, ...	,,	22	燒牛肉
,, Breast,—Nagu Lam ,, ...	,,	15	牛腩
,, Soup,—Tong Yuk ,, ...	,,	20	湯肉
,, Steak,—Ngau Yuk Pa	,,	22	牛肉扎
,, ,, Sirloin Cotom—Ngan Lau	,,	30	牛柳
,, Sausages,—Ngau Chaung	,,	26	牛腸
Bullock's Brains— ,, Know ...	per set	9	牛腦
,, Tongue fresh,—Ngau Li	each	50	牛脷
,, corned—Ham Ngau Li	,,	60	鹹牛脷
,, Head,—Ngau Tan	,,	85	牛頭
,, Heart,—Ngau Sum ...	lb	12	牛心
,, Hump, Salt—Ngau Kin ...	,,	18	牛肩
,, Feet,—Ngau Kark ...	each	8	牛腳
,, Kidneys,—Ngau Yiu ...	,,	9	牛腰
,, Tail—Ngau Mei ...	,,	18	牛尾
,, Liver,—Ngau Kon ...	lb	12	牛肝
,, Tripe (undressed)—Ngau To	,,	6	牛肚
Calve Head & Feet—Ngau-chai-tau-kark,	set	$1	牛仔頭腳
Mutton Chop,—Yeung Pei Kwat ...	lb	22	羊牌骨
,, Leg,—Yeung Pei	,,	22	羊比
,, Shoulder,—Yeung Shau ...	,,	20	羊手
Pigs Chitlings—Chu Chong	,,	22	豬腸
,, Brains—Chu Know ...	per set	24	豬腦
,, Feet,—Chu Kark	lb	12	豬腳
,, Fry.—Chu Chak	,,	25	豬雜
,, Head,—Chu Tau	,,	15	豬頭
,, Heart,—Chu Sum	each	13	豬心
,, Kidneys,—Chu Yiu	,,	9	豬腰
,, Liver,—Chu Con	lb	30	豬肝
Pork, Chop,—Chu Pai Kwat	,,	20	豬排骨
,, Corned,—Ham Chu Yuk ...	,,	—	鹹豬肉
,, Leg,—Chu Pei		24	豬比
,, Fat or Lard,—Chu Yau ...	,,	15	豬油
Sheeps' Head and Feet,—Yeung Tau Kark	set	50	羊頭腳
,, Heart,—Yeung Sum	each	6	羊心
,, Kidneys,—Yeung Yiu	,,	9	羊腰
,, Liver,—Yeung Con	lb	24	羊肝
Sucking Pigs, To Order—Chu Chai ...	,,	22	豬仔
Suet, Beef—Sang Ngau Yau ...	,,	20	生牛油
,, Mutton,—Sang Yeung Yau ...	,,	22	生羊油
Veal,—Ngau Chai Yuk	,,	20	牛仔肉
,, Sausages—Ngau Chai Chaung...	,,	20	牛仔腸

Poultry. 生口

		cts.	
Chicken,—Kai Chai	lb	32	雞仔
Capons, Large, Small,—Sin Kai ...	,,	33	鐵雞
Ducks,—Ap	,,	25	鴨
Doves,—Pan Kau	each	—	鴿班
Eggs. Hen—Kai Tan	per doz	24	雞蛋
Fowls, Canton,—Kai	lb	37	雞南
,, Hainan,—Hoi Nam Kai ...	,,	32	海南
Geese,—Ngoi	,,	22	鵝
Geese, Wild S'hai,—Shang-hoi Yea Ngoi	pair	—	上海野鵝
Musk Deer,—Wong Keng ...	each	—	黃麞
Hare, Shanghai,—Tu Chai ...	,,	—	兎仔
Partridge,—Che Khoo	,,	—	鷓鴣
Pheasant,—Shan Kai	pair	—	山雞
Pigeons, Canton,—Pak Kup ...	each	20	白鴿
,, Hoihow,—Hoi How Pak Kup,	,,	27	海口白鴿
Quail,—Um-Chun	,,	25	鵪鶉
Rice Birds,—Wo Fa Cheuk ...	dozen	—	禾花雀
Snipe,—Sa-Choy	each	—	沙錐
Turkeys, Cock—Phor Kai Kung ...	,,	60	火雞公
,, Hen, ,, ,, Na ...	,,	45	火雞婆
Wild Ducks, S'hai,—Shang hoi Sui Ap	pair	—	上海水鴨
Teal,—Sui Ap Chai, ...	,,	—	水鴨仔
Wild Ducks Canton—Sang-Shing Sui Ap	,,	—	省城水鴨

Fish. 海鮮

Barbel,—Ka Yu	lb	9	加魚
Bream,—Bin Yu	,,	15	鯿魚
Canton Fresh Water Fish,—Hoi Sin Yu	,,	15	海鮮魚
Carp,—Li Yu	,,	20	鯉魚
Catfish,—Chik Yu	,,	18	赤魚
Codfish,—Mun Yu	,,	17	鱈魚
Crabs,—Hai	,,	18	蟹
Cuttle Fish,—Muk Yu	,,	15	墨魚
Dab,—Sa Mang Yu	,,	16	沙孟魚
Dace,—Wong Mei Lun	,,	12	黃尾鰭
Dog Fish—Tit Tu Sa	,,	9	跌倒沙
Eels, Congor,—Hoi Mann ...	,,	16	海鰻
,, Fresh water,—Tam Siu Yu ...	,,	17	淡水魚
Eels, Yellow,—Wong Sin ...	,,	28	黃鱔
Frogs,—Tien Kai	,,	32	田鷄
Jaroupa,—Sek Pan	,,	56	石班魚
Gudgeon,—Pak Kup Yu ...	,,	12	白蛤魚
Herrings,—Tso Pak	,,	18	青將甲魚
Halibut,—Cheung Kwan Kup ...		28	黃花魚
Labrus,—Wong Fa Yu	,,	15	鳥魚
Loach,—Wu Yu	,,	28	龍蝦
Lobsters,—Lung Ha	,,	50	酥魚
Mackerel,—Chi Yu		24	芒魚
Monk Fish,—Mong Yu	,,	28	鮸魚
Mullet,—Chai Yu	,,	18	生鯧公魚
Oysters,—Sang Hoo	,,	20	蠔
Parrotfish,—Kai Kung Yu ...	,,	16	鸚哥魚
Perch,—Tau Loo	,,	15	花斑魚
Piko,—Fa Paw Poong	,,	8	黑鮀魚
Plaice,—Pan Yu	,,	18	白鮀魚
Pomfret, Black,—Hak Chong ...	,,	16	男蝦
Pomfret, White,—Pak Chong ...	,,	24	琵琶沙
Prawns,—Ming Ha	,,	48	石狗公
Ray,—Pai Pa Se	,,	9	魟
Rock Fish,—Sek Ka Kung ...	,,	16	
Roach,—Chun Yu	,,	10	

		cts.	
Salmon,—Ma Yau Yu...	lb	32	馬友魚
Shark,—Sa Yu	,,	9	鯊魚
Skate,—Po Yu	,,	11	鋪魚
Shrimps,—Ha	,,	24	蝦
Snapper,—Lap Yu	,,	28	立魚
Sole,—Tat Sa Yu	,,	20	撻沙魚
Tench,—Wan Yu	,,	18	鯇魚
Turbot,—Cho How Yu	,,	20	左口魚
Turtles, small, fresh water,—Kork Yu	,,	56	脚魚
White Bait,—Ngau Yu Chai... ...	,,	—	銀魚仔

Fruits. 菓子

		cts.	
Almonds,—Hung Yan	lb	25	杏仁
Apples (California)—Kam San Ping Kho	,,	30	平菓
,, (Chefoo)—Tin Chun Ping Kho	,,	20	平菓
,, Small,—Hoi Tong	,,	—	海棠
,, Custard,—Fan Lai Chi... ...	each	—	番荔枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	,,	3	香蕉
Bananas, (brides), Macao,—Sin Heung Chiu	,,	3	香蕉
Chestnuts, Chinese,—Foong Lut ...	,,	—	栗
Carambola,—Yeung Tue	,,	—	楊桃
Cocoanuts,—Yeh Tse	each	10	椰子
Lemons, China,—Ning Moong	,,	8	檸檬
,, America,—Kum San Ning Moon ...	,,	6	金山檸檬
Lichees Dried,—Lai Chi, Small Stone	lb	20	荔枝乾
,, Fresh— ,,...	,,	12	荔枝
Limes, (Saigon)—Sai Kung Ning Moong	each	10	西貢檸檬
Mango, Manila,—Lai Sung Mong ...	,,	12	芒于
Mangosteens,—San Chuk Tse ...	doz	28	山竹
Oranges, (Canton)—San-shing Tim Ching	lb	20	省城甜橙
Oranges Sweet	,,	—	橙
Pears, (American),—Kum San Shoot Lay	,,	—	金山雪梨
,, (Canton), Cooking,—Sa Lay ...	,,	10	沙梨
Peanuts,—Fa Sang	,,	10	生花
Persimmons Large,—Hung Chie ...	,,	—	柿
Pine-apples, 1st quality,—Poon Ti Paw Law	each	12	紅地菠蘿
,, 2nd ,, —Chung-tang Paw Law	,,	—	菠蘿
Plantain,—Tai Cheu	lb	2	大蕉
Plums,—Swatow, Hung Lai... ...	,,	—	紅梨
Pumelo, Sian,—Chin Lo Yau ...	each	30	遏羅柚
,, Shanghai,—Lo Kwat ...	,,	—	上海劈骨
Walnuts,—Hop Tuo	lb	20	合桃
,, Green,—Sang Hop Tuo... ...	,,	—	生合桃
Water Melon,—(Am.) Kom San Sai Kwa	each	—	金山西瓜
,, (China) Sai Kwa	,,	—	西瓜
Grapes,—Sang Po Tai Tse	lb	—	生葡提子

Vegetables &c. 菜蔬

Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb	—	丫治竹
Beans, (French), Macao,—Oh Moon Pin Tau	,,	15	澳門邊豆
,, (French), Shanghai,—Sheung Hai Pin Tau	,,	—	上海邊豆
,, Sprout,—Ah Choi	,,	2	茅菜
,, Long,—Tau Ko	,,	8	豆角
Beet Root,—Hung Choi Tau ...	each	2	紅菜頭
Brinjals, Green,—Ching Yuan ...	,,	5	青元茄
,, Red,—Hung Ker	,,	4	紅茄
Cabbage, Chinese, com,—Kai Choy	,,	6	芥菜
Cabbage Red,—Hung Yea Choy ...	,,	8	紅椰菜
Cabbage, Shanghai,—Yeh Choi ...	,,	12	椰菜
Cane Shoots, bunch,—Kau Shun ...	lb	8	膠笋
Cauliflower, Large size,—Tai Yeh Cho Fa	each	—	大椰菜花
,, Medium size,—Cheung Yeh Cho Fa	,,	—	中椰菜花
,, Small size,—Sai Yeh Choi Fa	,,	—	細椰菜花
Carrots,—Kam Shun	lb	6	金笋
Celery, Chinese,—Tong Kan Choi ...	,,	5	唐芹菜
,, English,—Yeung ,, ,, ...	,,	—	洋芹椒
Chillies Dried,—Gon Lat Chiu ...	,,	20	乾辣椒
,, Red,—Hung Far ,, ...	,,	15	紅花椒
,, Green,—Ching Lat Chiu ...	,,	12	青辣料
Curry Stuff, English,—Kar Lee Chu Liu	,,	10	加厘叻
Cucumbers,—Ching Kwa ...	,,	2	青瓜
Bitter Squash,—Fu Kwa ...	,,	5	苦瓜
Garlic,—Que Tau	,,	8	蒜頭
Ginger, young,—Sun Tse Keung ...	,,	5	新子薑
,, old,—Lo Keung	,,	6	老薑
Horse Radish, S'hai,—Lik Kan ...	,,	12	力根菜
Indian Corn,—Suk Mai	each	5	粟米
Lettuce,—Yeung Sang Choi ...	,,	1	洋生菜
Water Chesnuts,—Ma Tai ...	lb	6	馬蹄荸薺
,, Mandarin,—Kwai Lum Ma Tai	,,	6	桂林馬荳
Mushrooms, Fresh,—Sang Cho Koo	,,	—	生草菌
Musk Melon, Amer.—Kam-san Hong Kwa	each	—	金山香瓜
Okroes, ...	lb	15	頭
Onions, Bombay,—Yeung Chong Tau	,,	8	洋葱
,, Green,—Sang Chong ...	,,	5	生葱頭
,, Shanghai,—Shang-hoi Chong Tau	,,	6	上海葱菜
Papaw, 1st qual,—Tai Mau Sau Kua	each	—	大葛壽菜
,, 2nd Chung ,		—	中葛壽
Parsley,—Kun Cho	,,	6	芹菜
Green Peas,—Ching Tau ...		—	青荳
Potatoe, Sweet,—Fan Shu ...	,,	3	番薯仔
,, Shanghai,—Shang-hoi Shu Tsai	,,	3	上海薯仔
,, Japan,—Yut Poon Shu Tsai...	,,	3	日本薯仔
,, American,—Fa Ki ,, ,,	,,	8	花旗薯仔
,, Foochow,—Fook-chow Shu Tsai	,,	3	福州薯
Pumpkin,—Tong Kwa	,,	3	冬瓜仔
Radish,—Hung Lo Pak Tsai ...	,,	4	紅蘿蔔
Rhubab (Fresh),—Tai Wong ...	,,	—	大黃
Sage,—Tse So	,,	—	紫蘇
Shallots,—Gon Chung Tau ...	,,	8	乾葱
Spinach,—Yin Choi	,,	4	莧菜
Tomatoes,—Fan Ker	,,	6	番茄
Taros,—Wu Tau	,,	5	芋頭
Turnips, Punti, (Long),—Lo Pak	,,	3	蘿蔔
,, English,—Yeung Lo Pak	,,	2	洋蘿
Vegetable Marrow,—Chit Kwa ...	,,	3	節瓜
,, (Am.)—Kam-san Chit Kwa	,,	—	金山節菜
Water Cress,—Sai Yeung Choi ...	,,	6	西洋
,, lily root,—Lin Ngau ...	,,	5	蓮藕
Yams,—Tu Shu	,,	5	大薯菜

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-ROWLANDS,
Secretary, Sanitary Board

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS.

OVERSTRUNG

UPRIGHT - -

GRAND - -

BY

Hooff & Hooff

Price $475.

A Liberal Discount given for CASH.

S. MOUTRIE & CO., LD.

SOLE AGENTS.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED,

A

FASHIONABLE

DISPLAY - - -

OF

Millinery and

READY TO WEAR

HATS

Flowers, Ornaments, etc.

MODERATE PRICES.

Wm. Powell, Ld.

ALEXANDRA BUILDINGS.

VICTORIA THEATRE.

DES VŒUX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND 9.15 P.M. to 11.15 P.M.

THE FINEST and COOLEST HALL in the COLONY.

TO-NIGHT! TO-NIGHT!

INSTANTANEOUS SUCCESS OF THE

COLLIER SISTERS

EMINENT ARTISTES and UNPARALLELED DANCERS.

Always Refined and Up-to-Date, Bright, Clean and Tricky.

DEATH.

MODY.—On 16th June, 1911, at 7.30 a.m., at his residence, Buxey Lodge, Conduit Road, Sir HORMUSJEE NAOROJEE MODY, Kt. Aged 73.

Funeral will pass The Monument at half-past five o'clock this afternoon instead of six o'clock as previously announced.

Floral tributes to be sent to the Parsee Club, Elgin Street.

MEMOS FOR TO-MORROW.

Noon—Extraordinary General Meeting of Messrs Geo. Fenwick and Co. Ltd.

General Memoranda.

MONDAY, June 19:—
3 p.m.—Auction of Nos. 22 & 25 Praya, Kennedy Town.
3 p.m.—Sale of Crown Land.
5.30 p.m.—Organ Recital at St. John's Cathedral.

WEDNESDAY, June 21:—
6 p.m.—Special Prayer Meeting in City Hall.

THURSDAY, June 22:—
CORONATION DAY.
Public Holiday.
Kenny-Carlson Boxing Match.

FRIDAY, June 23:—
Public Holiday.
Prince of Wales' Birthday (1894).

SATURDAY, June 24:—
Government Holiday.
Midsummer Day.
4.30 p.m.—Ceremony at St. Andrew's Church, Kowloon.
9.15 p.m.—National Bank of China Extraordinary Meeting.
9.15 p.m.—Stanton — Capham Boxing Match.

The China Mail.

HONGKONG, FRIDAY, JUNE 16, 1911.

THE OFFICIALS AND THE PEOPLE.

THE recent anti-taxation riots at Fatshan, which resulted, it is reported, in destruction to the extent of over a million dollars, must be regarded as most significant if viewed from certain standpoints. It appears that in order to make up the deficiency caused in the Provincial Treasury through the loss of the gambling taxes, the authorities decided to levy heavy duties on wines and spirits and, in accordance with custom, let out the privilege of collecting these new taxes to a private business concern. When this fact became known, the people, egged on, it would appear, by the Wine Sellers' Union, soon made known their displeasure at the additional levy upon the contents of their pockets, and in a short space of time a well-organised riot was in active operation. So aroused were the people, according to native reports, that although the DISTRICT MAGISTRATE come upon the scene and, with remarkable humility for a Chinese official, bent himself upon his knees, begging the crowd to desist from the work of destruction, no notice was taken of him or of his pleadings.

We are not here concerned to go further into the circumstances connected with the uprising. What we desire to point out is that the Chinese do not seem to grasp the fact that as an inevitable consequence of the suppression of gambling and the disappearance of the revenue received therefrom, some fresh source of income must be found. The people as a whole appear to have been remarkably willing that the gambling houses should be closed down, but they are evidently much opposed to the officials looking to the wine and spirit trade in order to secure the necessary amount to make up for the consequent depletion in the Provincial coffers. Probably they are conscious of the fact that they are continually being "squeezed," and this may be the explanation of their decision to resist new taxation, even though they may have been relieved in other directions.

Without doubt, a great deal of the of the existing discontent in China to-day has its origin in the fact that the people have no voice in such matters as the proportion or incidence of taxation. In our opinion, half the troubles of the country would quiesce to-morrow if the officials only displayed a willingness to take the representatives of the people into their confidence and consulted with them in many matters affecting local government. So long as the wishes of the masses are ridden over rough-shod, so long will there be trouble. Nothing but goodwill and co-operation between the officials and the people can prevent it.

NEWS OF THE DAY.

A London telegram says that the Government proposes to introduce a bill increasing the number of judges in India as soon as possible after Whitsuntide. It is hoped to carry it this session.

It is reported that two new steamers (each 8,000 tons) ordered from Newcastle, England, by the Russian Volunteer Fleet Company for the service between Vladivostock and Odessa, are expected to arrive at Odessa at the end of this month.

In Ruskin Park, Camberwell, Mr Reginald McKenna (First Lord of the Admiralty) has unveiled a memorial in honour of Captain Wilson, master of the ship Duff, the first vessel sent to the South Sea Islands by the London Missionary Society.

In Korea, says a Seoul message, prices of commodities have become very high in all parts of the country. Even in localities which enjoy facilities of communication and transport the price of rice has advanced by leaps and bounds, and the poorer classes are in a miserable plight.

There has been a serious outbreak of French convicts at Chandernagore. The police were obliged to fire on the convicts, killing one and wounding two. It appears that discipline had recently been greatly relaxed owing to a large draft of warders having been transferred to Pondicherry.

A small boy named Luk of the Fook Tong medicine shop, No. 259, Des Vœux Road, reports to the police that while walking near the Western Market with a $500 note in his possession, which he was taking to a Chinese bank, two men came behind him and snatched it out of his hand.

Four bodies have been recovered by the water police in connection with the collision between two ferry launches on Thursday morning, three men and one woman. An active search is still being kept up in the hope of recovering more bodies.

The Hirado, a new Japanese cruiser now being built at the Kawasaki yard, Kobe, is to be launched on the 29th proximo This is a sister-ship of the cruiser Chikuma, launched at Sasebo last month, and of the Yahagi, now being built at Nagasaki. The Hirado is a vessel of 5,000 tons displacement, 475 feet long, 46 feet beam, and draws 28½ feet. Her engines will generate 2,500 horse-power, and are designed to give a speed of 26 knots. The keel was laid in August last.

Mr. H. B. Irving, the celebrated actor, and his full English company, including Miss Dorothea Baird (Mrs. Irving) has just passed through Colombo. They have undertaken a tour through the Commonwealth, opening the season at Sydney on June 24. An effort is to be made to induce Mr. Irving to break the homeward trip at Colombo with his company and delight theatre-goers there for a short season.

The scheme for the extension of the Kobe water-works sufficient to supply water to a population of 500,000 has been approved by the Government. As already mentioned the reservoirs at the Water-fall and Karasubara valleys will be extended, and an intake established on the upper part of the Muko River. The extension is proposed to be completed in 12 years, but if a Government subsidy is granted next year, the time for the completion of the work will be reduced to eight years.

KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhœa. Chamberlain's Colic, Cholera and Diarrhœa Remedy should always be on hand. Get a bottle and be prepared for sudden attacks. It never fails to give relief. For sale by all Chemists and Storekeepers.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth, is 4s. 2d.

Plague continues in the Colony. Six cases to-day brought the total up to 138.

Messrs David Sassoon and Co., have been appointed Agents of the Gresham Fire and Accident Insurance Society.

To-morrow morning some German Pointer pups will be sold by auction at Mr Geo. P. Lammert's sales rooms.

From our advertising columns it will be seen that after 6 o'clock on Saturday evening the Hongkong Post Office will be accomodated in its new quarters. At last!

Mr. Ching Ling Foo, assisted by his daughter and staff, is to give an exhibition of his conjuring art at the Peak Hotel to-morrow night. Vide advertisement on Page 10.

It is asserted (states the *Malay Mail*) that His Highness the Sultan of Perak will, on his return journey from England, undertake a pilgrimage to Mecca. For this purpose he will disembark at Aden, where he will be joined by a certain Datoh and a well-known Malay gentleman of Perak. Nothing definite will be made known until after His Highness has been in consultation with certain personages in England.

A Calcutta telegram to the *Times of Ceylon* says that in the Calcutta Turf Club Derby sweep Sunstar was drawn by "Blink Bonny," Calcutta; Pietri by "Bulverton," Sidmouth; and Stedfast by "Glenside," Dundee. In the Ceylon Turf Club sweep Sunstar was drawn by Mr. Tringham, jnr. The prizes were allotted as follows:—1st horse Rs. 22,600, 2nd horse Rs. 11,300, 3rd horse Rs. 5,650, other starters Rs. 5,650, non-starters Rs. 2,825.

SOCIAL AND PERSONAL.

Miss Grace Palotta, the well-known actress, was a passenger through Colombo last week, from Australia. Her destination is Vienna.

Princess Christian on May 29, received the delegates to the Imperial Conference and distinguished Colonials now in London. Prince Christian, the Princess Marie-Louise, the Princess Victoria of Suchleswig Holstein, the Duke and Duchess of Connaught, Princess Patricia of Connaught, Lord Kitchener, Lord Denman, Lord and Lady Selborne, Mr. and Mrs. Harcourt, Lord Minto, Colonel and Mrs. Seely and a number of other prominent people were present.

The following special dispatch, dated May 15th, was sent from a London correspondent to the *Peking Daily News*:—"Referring to my previous telegram reporting a contemplated change of the British Minister at Peking, I have now learnt that Sir John Jordan will be promoted to the Embassy in Tokyo, as it has been decided that Sir Claude MacDonald shall not return to Japan. The most probable candidate for the Peking post is Mr W. G. Max Muller, until recently in charge of the Legation."

SEQUEL TO A GAMBLING RAID.

An enquiry was held before Mr F. A. Hazeland at the Magistracy this afternoon, into the circumstances attending the death of Chu Wan Hong, who met his death by falling into the backyard of No. 27, Queen's Road Central, during a recent gambling raid.

The following were sworn in as jurors:—Messrs H. N. Beaupaire, J. C. Rodrigues, G. H. Vanden Pol.

Dr W. B. Moore gave evidence as to the injuries of deceased. When admitted deceased was unconscious and died shortly afterwards. The following morning he made a *post mortem* examination when he found injuries to the chest. The cause of death was shock and hemorrhage following the fracture of the sternum.

Inspector James Kerr testified that at 10 p.m. on the 2nd inst. he executed a gambling warrant on the third floor. P.C. 254 entered the house first with the warrant and was followed by other Chinese constables and shortly afterwards witness entered. On reaching the third floor he found cards, money and 16 men, some of whom were under arrest, sitting on the bed and table, while some were on the floor. Prisoners were taken to the police station. Not long afterwards he was informed by a sergeant interpreter that a man had come to the station and reported that a man had fallen from the third floor of No. 27, Queen's Road East into the back yard of the ground floor of the same place. An ambulance was obtained and on going himself he found deceased had been removed by some of his friends to No. 18, Wing Hung Street, ground floor. He found deceased lying on a bed conscious. Deceased complained of being hurt in the side. He was removed to hospital.

The Coroner—Did any of the men whom you arrested say that he had fallen or jumped out of the window?—Nobody made any complaint as to that.

Chief Detective Inspector Albert Collett detailed the instructions given to Chinese constables with regard to exercising care in executing gambling warrants, and said they were specially warned to let some men escape rather than to have an accident occur.

A Chinaman living in the ground floor stated that deceased fell from the third floor and he went up with another man and told those on the third floor about it.

The jury returned verdict of death by misadventure.

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MANCHURIAN RAILWAY.

PLAGUE AFFECTS PROFITS.

(Independent News Agency's Service to the China Mail.)

TOKYO, June 16.

The profits gained by the Manchurian Railway Company during the year amount to three million yen, which is a decrease of one million compared with the previous year.

The falling away is ascribed to the plague outbreak and an increase in the interest on loans.

BARON OTORI DEAD.

(Independent News Agency's Service to the China Mail.)

TOKYO, June 16.

Baron K. Otori, who fought for the Shogunate during the Civil War and after surrendering was imprisoned for two years, died yesterday.

THE POLAR EXPEDITION.

(Independent News Agency's Service to the China Mail.)

TOKYO, June 16.

Capt. Nomura, of the South pole expedition ship Kainan Maru, arrived here from Sidney yesterday.

He is desirous of raising funds for a second attempt.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 10.10 a.m.:—

Manila, June 16, 9.20 a.m.—Cyclone or Typhoon S.E. of Formosa moving W.N.W.

ABSCONDED OR NOT?

The question as to whether or not a defendant had absconded was discussed before Mr Justice Gompertz at the Supreme Court this morning, in the case of Chau Lau Heung, who sued tsun Tak and another to recover $244.

Mr C. Smith—This is the man who was arrested as an absconding debtor, my lord.

Mr Gardiner—He is not an absconding debtor.

Mr Smith—He is not in the Colony.

Mr Gardiner—He is.

The case was adjourned for a week.

"A DESIRE TO DELAY JUDGMENT."

The case in which Mr Lau Chu Pak sued Li Tsz Ming to recover $895 was mentioned before Mr Justice Gompertz at the Supreme Court this morning.

Mr Lewis, for plaintiff, said defendant alleged a set off.

Mr Hind desired the case adjourned *sine die*.

His Lordship—Suppose you come into Chambers on Saturday what do you think you will get then?

Mr Lewis—Nothing, my lord.

Mr Hind—It will be adjourned *sine die*.

His Lordship—I suppose it has been adjourned a great many times?

Mr Hind—Only once and then adjourned *sine die*. It was adjourned until the liquidator had settled the claims.

Mr Lewis—We have no claims to settle. The whole thing is a desire to delay judgment.

The case was adjourned until 28th inst.

PIENMA AND WEI-HAI-WEI

The latest report with regard to the Pienma question is that the British Government has requested a lease of the town on terms similar to those of the lease of Kiaochow, and has intimated its willingness to surrender Weihaiwai in exchange for a lease of Pienma. There is probably no basis whatever for this rumour as Pienma would not in any sense serve the British Government in the way that Weihaiwei does, and certainly so long as Japan retains Port Arthur and Germany retains Kiaochow, Great Britain would need some very great inducement to part with the control of her naval sanatorium, for it is at present little more than that, though potentially very much more. The suggestion that Great Britain is willing to lease Pienma implies that the question of jurisdiction over the town has been settled, and this cannot be until a frontier delimined commission has been appointed and has determined the boundary, and so far this *has not been done. The suggestion has* been made that Pienma should be made an open port, but there is little reason why this should be done. The town does not lie on any trade route and even the British advance on it was not actuated by commercial motives, being merely taken in order to suppress border brigandage. It is useless and worse than useless to multiply open ports that would be of no use for commercial purposes; to do so is simply to increase the number of points at which extra-territorial friction may take place without any corresponding advantage to either party.—*National Review.*

A telegram from Colombo to the *Straits Times* states that the Serambin Rubber Co. pays an interim dividend of 2/-.

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THE STEWARD MURDER CASE.

MRS PROUDLOCK FOUND GUILTY.

SENTENCE OF DEATH PASSED.

(From Our Own Correspondent.)

SINGAPORE, June 15.

The Kuala Lumpur murder case, which has excited widespread attention, was concluded to-day at the Supreme Court, Kuala Lumpur, before Mr Justice Sercombe Smith, who was accompanied by Messrs P. F. Wise and Kinderaley as assessors; and a jury.

The accused, Mrs Ethel Mabel Proudlock, was charged with having murdered William Crozier, Steward at Kuala Lumpur on April 23rd. Her defence was that she shot the deceased in defence of her honour.

After prolonged consultation, the jury found the accused guilty on the capital charge, with a recommendation to mercy.

Mr Justice Sercombe Smith then carried out the painful duty of sentencing the accused to death, adding that the recommendation would be forwarded to the proper quarters.

The condemned woman was then removed in custody.

A UNANIMOUS VERDICT.

(From a Special Correspondent.)

SINGAPORE, June 16.

Mrs Proudlock has been sentenced to death for the murder of Mr Steward at Kuala Lumpur.

The jury returned a unanimous verdict of guilty, with which the Judge concurred.

THE ALBANIAN TROUBLES.

TERMS OF THE AMNESTY.

(Reuter's Service to the China Mail.)

LONDON, June 15.

A message from Constantinople states that an official communique grants ten days to the insurgent leader, Malissoris, of Albania, to submit and surrender his arms.

An amnesty will be granted if he obeys, and the Sultan will grant ten thousand pounds from the Turkish Exchequer to reconstruct houses destroyed in the military operations.

THE SEAMEN'S STRIKE.

TO BE CONFINED TO EUROPE.

(Reuter's Service to the China Mail.)

LONDON, June 15.

The seamen's strike was proclaimed in many British ports yesterday evening.

Mr. Havelock Wilson, M.P., says it will be confined to the United Kingdom, Belgium and Holland.

It is expected that some days will elapse before the strike is at its maximum, as the men have been ordered not to break outstanding engagements.

CORONATION SUBSCRIPTIONS.

Previously Acknowledged ...	$58,913.04
The Java-China-Japan Lijn ...	250
A. W. Van Andel	10
P. Stuyfbergen	10
G. H. Van Den Pol	10
Total	$59,193.04

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FRENCH POSITION IN MOROCCO.

OFFICIAL INTENTIONS.

(Reuter's Service to the China Mail.)

LONDON, June 16.

A Paris message says that M. Cruppi, Foreign Minister, speaking in the Chamber, said:—"We shall create a Shereefian army to carry out reforms, organise the police, restore the Sultan's authority and maintain commercial liberty. General Monier will then return with his troops to the coast, after chastising the murderers of French soldiers last winter."

GRECIAN CONSTITUTION REVISED.

(Reuter's Service to the China Mail.)

LONDON, June 16.

A telegram from Athens states that His Majesty the King has signed the revised Constitution.

THE CHAMPAGNE TROUBLES.

GOVERNMENT ABANDONS THE PROBLEM.

(Reuter's Service to the China Mail.)

LONDON, June 16.

After prolonged Cabinet councils the French Government has resolved to practically abandon the whole scheme of the delimitation of the champagne districts.

This will leave the tribunals to settle questions of fraud and wrongful description.

It is believed that the Ministry is not unanimous on the matter, and that a crisis is imminent.

CANTON'S BANK-NOTE PROBLEM.

THE VICEROY'S SUGGESTION.

(Wah Tsz Yat Po's Service.)

PEKING, June 15.

H. E. Chang Ming Chi, Viceroy of Canton, has wired to the Imperial Government saying that the people of Canton, as a means of showing their indignation at the railway nationalization scheme, have sent in the Provincial Government notes, notes of the Bank of Communications and of the Tai Ching Bank, to be cashed, and two million dollars have been paid out in a few days.

The Viceroy, while requesting instructions, has proposed two ways of settling the difficulties:—1st, If the Government persists in the scheme, all railway shares should be bought in by paying cash; 2nd, Cancel the scheme but force the third call on the share money.

JAPANESE WARSHIPS NOT WANTED.

(Wah Tsz Yat Po's Service.)

PEKING, June 15.

The Viceroy of Honam and Hupeh has requested the Wai-wu-pu to seek an explanation from the Japanese Minister as to why Japanese warships should stay so long in Hankow.

OPIUM SUPPRESSION RESISTED.

(Wah Tsz Yat Po's Service)

PEKING, June 15.

The poppy planters in Kunchow, Kansu province, have strongly refused to obey the orders restricting future cultivation. The place is, however, again quiet, three of the rioters having been beheaded.

A NEW DEPARTURE.

Price's

SPARKLING WATER SPLITS.
" CHAMPAGNE CYDER: PINTS.
" LEMONADE: "
" GINGER Ale: "
&c., &c., &c.

Try Some.

H. Price & Co., Ltd.

12, Queen's Road Central, Hongkong.

Telephone No. 135.

DEATH OF SIR H. N. MODY.

THE COLONY'S GREATEST BENEFACTOR.

WONDERFUL RECORD OF MUNIFICENCE.

It is with the deepest sorrow that we have to record the death of probably the best-known man in the whole of the Colony, in the person of Sir Hormusjee Naorowjee Mody, Kt., who passed peacefully away at his residence, Buxey Lodge, Conduit Road, this morning. For over a month the deceased gentleman has been ailing, and although he was suffering from no specific illness, it was evident that old age was telling its tale and signs of general debility became daily more apparent. When Sir Hormusjee took to his bed a few weeks ago his condition was regarded as extremely serious, and at no subsequent time was his recovery expected. He passed quietly away at 7.30 a.m. at the ripe old age of 73 years, thus closing a life of great activity, of progressive success and of undoubted usefulness. He breathed his last in the presence of his eldest son, Mr J. H. N. Mody, and his daughter-in-law, Mrs Mody, Lady Mody also being in the house. The news of her husband's death was kept from Lady Mody for some time and when it was broken to her she collapsed with grief.

In addition to Mr J. H. N. Mody the deceased leaves another son and a daughter, both of whom are residing in Bombay. The latter, Mrs Dady, recently paid her parents a visit in Hongkong. For the relatives the greatest sympathy will be felt at this hour of trial. It should be added that during deceased's illness His Excellency the Governor frequently sent his Private Secretary, Capt. Simson, to enquire after his condition, and his expressions of sympathy and hope for deceased's recovery were much appreciated.

Out of respect to the memory of the deceased, the Banks were this afternoon closed to exchange business. The Stock-brokers Association was also closed, while most of the house-flags were flying at half-mast.

The funeral is taking place this evening. At 4 o'clock a religious ceremony took place at the Parsee Club, to which place hundreds of floral tributes were sent, while the funeral cortege is expected to pass the Monument at 5.30 p.m.

The familiar figure of the late Sir Hormusjee Mody will for a very long time be keenly missed by those who have resided in the Colony for any length of time. Among that section of the community who, by virtue of long association with the Far East, are entitled to be spoken of as old China hands, the loss will take on a more personal note, for there is not one amongst this fairly large class of people who had not at one time or another come into personal contact with the deceased. Everybody knew him and all who enjoyed his friendship highly cherished it. He was a man of firm convictions, always straight in his business and private obligations. Shrewd and calculating, he had ever a keen eye to possibilities, but in all his dealings he never lost sight of what was right and honest. He owed his advance in life to his consistency and concentration in following out the ideals which he set before himself. None the less, never did he for one moment allow his material successes to encroach upon his unassuming, quiet mode of living, to taint his character, or to cause him to forsake aspirations which in his earlier days he held dear. In fact, Sir Hormusjee's record was one of wealth wisely used, largely for the benefit of others. His early struggles, and the disadvantages under which he laboured through lack of education in his youthful days, were never forgotten, and the bitter experiences through which he passed in those times made him determined to ease the lot of others whenever he commanded the means so to do. It was this fact, largely, which accounts for his innumerable benefactions of an educational character, culminating in the magnificent gift to Hongkong of the University buildings now in course of erection.

We recall at this moment the words which he used at the stone-laying ceremony in connection with the University. "As a young man," he said, "the advantages of education were unfortunately not within my reach, and I have to-day at my advanced age to confess myself no scholar. Throughout my long life I have fully realised all that I have missed for want of a sound education, and it was with the idea of in some measure providing for others what I myself was denied that I determined to offer to erect at my own cost a building which should bring within their reach those educational advantages which I have myself so greatly missed." Here was true generosity and exemplary charity—a concrete example of a determination to leave the world better than he found it, to smooth out the path for those to follow after. Though Sir Hormusjee Mody was admittedly no scholar—and he never attempted for one moment to assume that he was—he possessed what learning of itself can never bestow; namely, a generous, overflowing nature, a kind heart, a temperament which made it utterly impossible for him to keep his fingers tightly grasped on his purse-strings.

By his in born capacity of making the most of an opening, the deceased amassed a mine of wealth, but for all that he was no miser, as everybody in Hongkong knows. Public charities found him a constant friend, while the benefactions which he bestowed unostentatiously and without the public at large knowing anything of them, alone totalled many thousands of dollars a year. Once started on his successful career, money came to him freely, but it went out from him to the cause of charity and of education quite as readily. His concrete gifts to the Colony are well-known. In imposing buildings and in other monumental erections his generosity to Hongkong will for many a long year be impressed upon residents in this Far Eastern outpost.

To-day we bring to mind the glowing tribute paid to Sir Hormusjee Mody on the day when his Knighthood was announced by Sir Frederick Lugard at the ceremony of laying the foundation-stone of the University. His Excellency, speaking with evident sincerity, said:—"I find that words fail me to express my admiration of the wonderful generosity which he has shown towards this Colony in which he has spent some fifty years of irreproachable character and strenuous work. Indeed, happy is the Colony which possesses such a man as Mr Mody amongst its citizens. Longfellow has told us, in words which are familiar to every English-speaking child, that those who aspire to rise above the sordid objects of gratifying their ambitions and their desires, should endeavour to leave behind them footprints on the sands of time to inspire the ideals of those who follow after. Mr Mody's footprints will be writ large in the Colony of Hongkong in landmarks which will endure for generations, and in future those who come after him can speak of him in the epitaph of Sir Christopher Wren, *Si monumentum requiris circumspice.*" These words are peculiarly apt as we think at this time of the works which have been carried out in this Colony through the assistance rendered by our deceased fellow-citizen for whom to-day we are plunged into mourning.

The late Sir H. N. Mody has been rightly described as one of the most striking personalities in financial circles in Hongkong. Born of a well-known Parsee family, he came to the Colony some half-century ago for the purpose of entering the service of a firm of Hindoo bankers and opium merchants. With them he remained for three years before launching his own opium business, which rapidly grew to large dimensions. "With the advent of the submarine cable, however," says Lloyd's *Twentieth Century Impressions of Hongkong, etc.*, "Mr Mody realised that the halcyon days of the operations in opium were gone, so he turned his attention to dealing in stocks and shares and to exchange brokerage. Refusing to recognise the existence of such a word as 'impossible' he soon came to the front, and for years he has played the leading part on the local stock exchange, carrying through many transactions of considerable magnitude. More than once he lost his all, for in his career he has had difficulties to overcome and obstacles to surmount, but with fine courage and estimable self-confidence he has braved the storms and steered his barque to safety." As the same publication remarks, always possessed of a marvellous memory and a wonderful fund of energy and zeal, his activity at an age when most men are content to rest on their laurels was proverbial. He built up an extensive business in exchange brokerage as the result of his keen foresight and native shrewdness, and, with his partner, Sir Paul Chater, C.M.G., he was connected with most of the important industrial concerns of the Colony. Everyone knows that he was a prime mover with the late Mr A. H. Rennie in the establishment of the Hongkong Milling Company, Ltd., which after a brief existence unfortunately came to utter grief. In fact, it can be said that there was scarcely a public business concern of any size in the Colony in which the deceased did not hold a personal stake. Like his esteemed partner, he occupied a place on the Board of Directors of many Companies and the benefits of his financial experience were greatly appreciated by his fellow Directors and were also of the greatest value to the concerns in which he was so interested.

The first and foremost of the many commercial undertakings with which the name of the deceased was associated, and which he took deep pride in relating to his personal friends, was the gigantic scheme connected with the Charbonnage du Tonkin. It was principally through the initiative and enterprise of the late Sir Hormusjee, seconded by the invaluable efforts of his friend and partner, Sir Paul Chater, that an enormous amount of capital was sunk in Hongkong to prospect and develop the mines which are now such a valuable asset of the French Colonial possession. Unfortunately, in his mining enterprises Sir Hormusjee ever failed to secure the immediate rewards that his enterprise justified; like all pioneers he sowed for others to reap. The first capital invested in the mines apparently proved insufficient, and when they passed out of the hands of the Hongkong magnates into those of a French syndicate pure and simple, Hongkong had sunk much capital which brought to the Colony very inadequate returns. Another scheme of the deceased's which proved abortive was an attempt to explore the reputedly rich oil-fields of Portuguese Timor. He had employed prospectors and surveyors in this enterprise, but the fields brought very little, if anything, to the deceased's pockets. The late Sir Hormusjee was no believer in wild gambling speculations. Thanks largely to his opposition to rubber flotations and his keen discouragement of reckless gambling in rubber stocks some 18 months ago, Hongkong was saved from the dire catastrophe which overtook Shanghai. It is well-known in business circles that when most people were ultra-optimistic concerning the immediate future of rubber prospects, the late Sir Hormusjee deprecated the introduction of this new element to upset the balance of trade in Hongkong. Events justified his keen foresight in this as in most commercial matters. Of course, he was connected as a director with a locally-formed Company to grow rubber in the Dutch East Indies, but this was "getting in on the ground floor," to use an expression he so forcibly applied when he was questioned as to the future prospects of the Toerangie Rubber Estates, Ltd.

The latest honour of which the deceased was the recipient was the decoration of the French Legion of Honour. He was raised to that dignity but a few weeks ago in recognition of his enterprise in contributing to the development of the mineral resources of French Indo-China—an honour fully deserved.

We have already made reference in general terms to the late Sir Hormusjee's constant liberality towards deserving institutions in the Colony, and must now pass on to notice some of these in detail. Of course, he will be most prominently remembered for his magnificent gift in the cause of education, the extent of which won for him the proud title of "the Colony's perpetual educational benefactor." First and foremost is his generous provision of the University buildings—a gift which constitutes a record of personal philanthropy for the Colony, and which has made possible of realisation a scheme which otherwise would have for many years to come been little else than a hazy dream, if, indeed, it ever came to fruition. It is interesting at this moment to recall the nature and extent of this munificent act. At first Mr Mody (as he then was) undertook to erect the necessary buildings at a cost of $150,000 and to contribute in addition a sum of $50,000 towards the Endowment Fund. This offer, though thoroughly appreciated, was not accepted, as it was found impossible to erect the fabric for this sum. At a subsequent meeting of those interested, the deceased advanced an alternative proposal by which he agreed to erect the buildings whatever their cost might be, but he added a proviso that he would not be responsible for the furnishing or equipment, or for any donation to the Endowment Fund, if the buildings exceeded a total cost of $180,000. Immediately, it was decided to appeal for funds, and subsequently Mr Mody's gift was unconditionally accepted. Later Mr Mody withdrew his consent to the commencement of the buildings while funds were still being secured, for he desired to see the University established and working during his life-time—a joy of which he has, unfortunately been deprived—and feared lest the buildings should merely become a home for the College of Medicine and the Technical Institute. He urged the continued invitation of subscriptions and promised to leave his offer open for six months from January, 1909, in order to allow of the raising of a sufficient Endowment Fund. The response was liberal, but, as the big amount decided upon was not quite realised, Mr Mody kept the offer open until the end of the year. In the meantime new designs were made and it was found that the estimated cost was $285,000—nearly twice the amount of Mr Mody's original offer. However, with characteristic large-heartedness he most generously accepted the new plans and undertook to erect the buildings and lay out the grounds as shown therein. The buildings included were the main University, the residences for the Principal and the Professors, and a handsome gate lodge. The rest of the story is known to all. On December 13th 1909, the conditions of the offer were fulfilled, and on March 10th, 1910, the foundation stone was laid and the deceased was announced as having been granted the dignity of Knighthood—an honour fully deserved.

Further testimony to his deep interest in educational projects is to be found in the fact that deceased, towards the end of last year, founded the Lugard Scholarships, named, by permission, after His Excellency the Governor. He first endowed six grant-in-aid schools each with two scholarships of the yearly value of $30, and at the request of His Excellency he added an eighth scholarship for the Victoria British School exclusively for children of British parentage. The funds for these scholarships are vested in trustees of whom the Director of Education is the principal, under the control of the Governor for the time being. The scholarships are tenable for two years and apply to the following schools:—The Diocesan Girls' School, the Ellis Kadoorie School, the French Convent School, the Italian Convent School, St. Joseph's College, St. Mary's College, and the Victoria British School.

Another gift which will ensure extended remembrance of the deceased is that of the provision of the imposing block of buildings on the Praya East known as the Seaman's Institute—an institution which of its kind is one of the most complete and up-to date in the whole British Empire. Having had the good work performed by the Seamen's Mission brought to his notice, the deceased expressed his willingness to donate a sum of $35,000 towards the cost of a building. When the tenders came in, it was found that the lowest was for a sum of $50,000, and the donor then again displayed further munificence by adding another $15,000 to his already splendid gift.

Another indication of the deceased's keen interest in the physical appearances and attractions of the Colony was manifested when he generously gave a life-size bronze statue of H. R. H. the Princess of Wales (now Queen Mary) to complete the striking group of figures now to be seen adorning Royal Square. This statue he had made in England at great cost, and it was unveiled by His Excellency the Governor (Sir F. D. Lugard) at the same time as that of Queen Alexandra on November 25th, 1909, the occasion of the celebrations of the 68th birthday of His late Majesty King Edward VII.

A big space could be filled in detailing the late Sir Hormusjee Mody's practical sympathy in work of a charitable nature, but most of his acts in this sphere were quietly performed without coming to the knowledge of many outside the individuals or societies concerned. His gift of $10,000 to the Hongkong Ladies' Benevolent Society, however, deserves special mention, displaying as it did a kindly heart for those who had fallen on evil days and were deserving of help.

By his death the Kowloon Cricket Club will lose a constant supporter. Sir Hormusjee Mody was Patron of this popular Club and presided at all its annual dinners ever since its inauguration, with the single exception of the last, when the state of his health intervened. On the occasion of his being created a Knight, a complimentary dinner was tendered to Sir Hormusjee by the members of the Club, when an illuminated address was presented him. On that occasion, it will be recalled, Sir Hormusjee donated to the Club his holdings of debentures in the Club buildings, the interest as well as the principal money of which devolve ultimately to the funds of the Club. This act of Sir Hormusjee's was warmly appreciated. The illuminated address then presented to the deceased was greatly prized by him and occupies a very prominent position in his residence.

On more than one occasion the deceased acted, during the absence of Sir Paul Chater from the Colony, as Consul for Siam in Hongkong. He held that position at the time of the death of His late Majesty the King of Siam, while he was also to have extended the hospitality of Buxey Lodge to the Queen Mother and party on the occasion of their recent visit to the Colony. The state of his health, however, made this impossible.

Man of many parts that he was, his interests were not merely centred in the numerous activities which the foregoing phases of his life imply. Though these naturally took up most of his time, he still found opportunities to gratify his exceeding fondness for sport. He was a keen believer in the value of cricket and other games, but his chief delight was the Racecourse. A staunch supporter of the Hongkong Jockey Club, he had for many a long year presided over the destinies of the Buxey Stable—named after one of his uncles who gave him a start in life—and the popular blue and white colours were always to the fore. The "plume" of the Meetings generally fell to the Buxey stable, and the deceased often led in many a sprightly winner. At the Racecourse his familiar figure will be greatly missed. It has well been said that deceased brought to the turf that integrity and steadfastness of purpose which have served him so well in his business, and the enthusiastic manner in which his many victories were acclaimed testified unmistakably to the high place he occupied in public esteem.

His hospitality was renowned. Among all nationalities he was recognised as a prince of good fellows. He made Hongkong his home because he loved the place and the people. He was never quite at home anywhere else. He has passed away in what he always regarded as the best spot on the whole globe. *Requiescat in pace!*

HONGKONG CORONATION CELEBRATIONS.

Particulars of the Review.

Major-General C. A. Anderson, C.B., Commanding the Troops in South China, has issued detailed orders in connection with the naval and military review to be held on Coronation Day, by His Excellency the Governor at Happy Valley at 8 a.m.

The Naval Brigade and Troops will be drawn up in line of quarter columns facing the grand stand, in the following order, from right to left. Massed bands and pipes in rear of the centre of the line:—

A.—Naval Brigade under the command of Commander L. A. B. Donaldson. Detachments from ships in harbour of seamen and Royal Marines.

B.—Royal Artillery Brigade, commander Lieut.-Col. G. D. Chamier, C.M.G., No. 83 Coy. R.G.A., No. 87 Coy. R.G.A., No. 88 Coy. R.G.A., No. 1 Coy. H.K.S.B. R.G.A., No. 4 Coy. H.K.S.B. R.G.A., No. 5 Coy. H.K.S.B. R.G.A.

C.—Royal Engineers, commander Major G. R. S. Caulfeild, No. 25 Coy. R.E., No. 40 Coy. R.E.

D.—Infantry Brigade, commander, Lieut.-Col. L. A. H. Hamilton, 1st Bn. K.O.Y.L.I., Hongkong Volunteer Corps, 8th Rajputs, 126th Baluchistan Infantry.

The field guns will be formed up on both flanks of the line, in action on the sand track, those of the Naval Brigade on the right and those of the H.K.S.B. R.G.A. on the left of the line of the quarter columns, facing outwards.

The Naval Brigade and troops will be in position by 7.50 a.m., and Heads of Departments attending will meet His Excellency the Governor outside the flagstaff enclosure.

As His Excellency the Governor arrives at a spot on Queen's Road Gap 500 yards from the flagstaff, the Naval gun detachment will fire the first round of a Royal Salute. The naval guns will fire 7 rounds at 15 seconds interval. The H.K.S.B. R.G.A. will then fire 7 rounds, to be followed by 7 more rounds by the naval guns. The Union Jack will be broken as the first round of the artillery salute is fired. Owing to climatic conditions troops will remain standing at ease while the artillery salute is being fired. His Excellency the Governor will arrive at the flagstaff opposite the grand stand as the last gun of the Royal Salute is fired. On the arrival of His Excellency the Governor at the flagstaff, the division will come to attention and slope arms. The Royal Salute will then be given, the division will present arms, the band playing the first six bars of the National Anthem. There will then be an inspection by His Excellency the Governor.

Subsequently the Division will march past in column of companies. The guns of the Naval Brigade and H.K.S.B. R.G.A. will not march past. After the march past the native troops will move to the north end of the race course and form three sides of a square—north side H.K.S.B. R.G.A., east side 8th Rajputs, south side 126th Baluchistan Infantry, the open side being to the west. The British troops will form three sides of a square with the eastern side, composed of the R.G.A. and R.E. being on the original alignment of the line of quarter columns and opposite the flagstaff, the northern side composed of the Naval Brigade, and the southern side of the 1st Bn. K.O.Y.L.I. and Hongkong Volunteers, the open side being on the side of the flagstaff.

When the squares have been formed His Excellency the Governor will read an address to the British troops, this will be followed by a brief religious ceremony held at the British square. His Excellency the Governor will also read an address to the native troops.

After the service has been held and the addresses read, the troops will move from the race-course in the same order as that in which they were drawn up in line of quarter columns from right to left.

The route to be taken is:—Queen's Road Gap, Queen's Road, Murray Road, Connaught Road to Blake Pier, Peddars Street up to Clock Tower, Queen's Road. When the Naval Brigade at the head of the column turns into Queen's Road from Peddars Street at the Clock Tower, it will move along Queen's Road to the road passing by the West side of the cricket ground to Chater Road, the head of the Brigade will halt in Chater Road, well clear of Murray Road, until of the column has cleared the dockyard gate. The 83th Coy. R.G.A. will move to barracks from Queen's Road by Garden Road and the South side of Murray Barracks. The 83rd Coy. R.G.A. will follow the route taken by the Naval Brigade, moving to Murray Pier when the route is clear, and the 87th Coy. R.G.A. will follow to Statue Pier. The companies of H.K.S.K. R.G.A. and both Indian Infantry Regiments will move to the A.S.C. Pier by Queen's Road. The R.E. companies will return to barracks via Queen's Road. The 1st Bn. K.O.Y.L.I. and Hongkong Volunteers will move direct to their barracks.

The O.C. 1st Bn. K.O.Y.L.I. will detail a bugler to attend on the General Officer Commanding.

Lieut. N. J. Williams, A.S.C., will superintend the embarkation and disembarkation of troops at Holt's Wharf, and Lieut. G. K. Sullivan, 1st K.O.Y.L.I., will assist the O.C. A.S.C. at Observation Pier for the disembarkation and at A.S.C. Pier for re-embarkation.

MILITARY ARRANGEMENTS.

A Royal Salute will be fired at noon on June 22nd, 1911, by the saluting battery, Gun Club Hill, Kowloon, in conjunction with the Royal Navy. A time ball will be dropped from the yard-arm of the Tamar at noon precisely to indicate the commencement of the salute.

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The Rectory Governess, by Fergus Hume.
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The Luck of the Napiers, by John Strange Winter.
Just to get Married, by Cicely Hamilton.
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62 a, Queen's Road Central.
Hongkong, February 9, 1911. 194

The Head Quarters offices will be closed, except for business of an urgent nature on 22nd, 23rd and 24th instant.

Friday, the 23rd instant, will be observed as a general holiday by the troops in the South China Command.

All military schools will be closed from 19th to 25th June, 1911, both dates inclusive.

Commanding Officers have been instructed to furnish to Command Headquarters by 24th instant, the names of Warrant Officers, N.C.O.'s and men, recommended for the grant of the medal for long service and good conduct.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:—

On the 16th at 11.55 a.m.—The barometer has risen slightly on the E. and N.E. coast of China and in S.W. Japan, and fallen considerably in E. Japan.

The depression lying in the neighbourhood of Korea Straits yesterday, has reached the S.E. part of the Sea of Japan.

Pressure has given way moderately over the Loochoos, Formosa and Luzon under the influence of a typhoon which at present appears to be situated to the S.E. of Meinco Sima and to be moving towards W.N.W.

Pressure is relatively high over the Pacific to the Eastward of the Bonins, and over the S. part of the China Sea.

Moderate to fresh S.W. and W. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: S. winds, moderate; showers.

2.—Formosa Channel: Variable winds, moderate.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

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Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
LIGHNING	20th June.	A Steamer	—
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FOR	STEAMERS	To Sail	REMARKS.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PALERMO, Capt. J. B. FERGUSON	About 22nd June.	Freight only.
SHANGHAI	DELTA, Capt. E. P. MARTIN, R.N.R.	About 22nd June.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	ARCADIA, Capt. S. BARCHAM	Noon, 24th June.	*See Special Advertisement*
LONDON & ANTWERP, Via STORE, P'ANG, CEBU, PORT SAID & MARSEILLES	CEYLON, Capt. A. E. A. BAKER	About 20th June.	Freight only.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SYRIA, Capt. D. C. GREGOR, R.N.R.	About 29th June.	Freight and Passage.

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From Hongkong:	From Quebec.
*MONTEAGLE, WEDNESDAY, 28TH JUNE.	
*EMPRESS OF INDIA, SATURDAY, 1ST JULY.	
*EMPRESS OF JAPAN, SATURDAY, 22ND JULY.	
*EMPRESS OF CHINA, SATURDAY, 12TH AUG.	
*EMPRESS OF INDIA, SATURDAY, 2ND SEPT.	
*MONTEAGLE, TUESDAY, 12TH SEPT.	
	'EMPRESS OF IRELAND' FRIDAY, 28TH JULY.
	ALLAN LINE FRIDAY, 18TH AUG.
	'EMPRESS OF BRITAIN' FRIDAY, 8TH SEPT.
	ALLAN LINE FRIDAY, 29TH SEPT.

'Empress' Steamships leave Hongkong at 6 P.M. and 'Montcagle' at 12 Noon.
All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.
Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.
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HENRIK IBSEN	4578	Christen Smith	June 20th, at Noon.
HERCULES	3789	Racin Wilhelmsen	June 30th, at Noon.

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STEAMSHIPS	CAPTAIN	LEAVING.
HAICHING	Capt. W. C. Passmore	TUESDAY, 20th June, at 11 A.M.
HAIMUN	Capt. J. W. Evans	FRIDAY, 23rd June, at 11 A.M.
HAITAN	Capt. J. S. Roach	TUESDAY, 27th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.
During the Months of JULY and AUGUST, **RETURN TICKETS** available for three months will be issued at a reduction of 20% on the usual rate to Foochow.
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Hongkong, June 23, 1910.

SWEDISH EAST ASIATIC CO., LIMITED.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YEDDO	About 22nd July.

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STEAMERS.			SAILING DATES.
* MANCHURIA	27,000 Tons	SATURDAY,	24th June, at 1 p.m.
* MONGOLIA	27,000 ,,	SATURDAY,	15th July, at 1 p.m.
* KOREA	18,000 ,,	FRIDAY,	11th Aug., at 1 p.m.
* SIBERIA	18,000 ,,	SATURDAY,	26th Aug., at 1 p.m.
* MANCHURIA	27,000 ,,	FRIDAY,	8th Sept., at 1 p.m.
* MONGOLIA	27,000 ,,	SATURDAY,	30th Sept., at 1 p.m.
* KOREA	18,000 ,,	SATURDAY,	28th Oct., at 1 p.m.
* SIBERIA	18,000 ,,	FRIDAY,	10th Nov., at 1 p.m.

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The s.s. MANCHURIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu, on SATURDAY, the 24th June, at 1 p.m.

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VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu & Yokohama	MEXICO MARU,	6061	1911 Tuesday, 27th June, at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokkaichi, Shimidzu & Yokohama..	CHICAGO MARU,	6182	Wednesday, 12th July, at 11 a.m.

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TAMSUI via SWATOW & AMOY	DAIGI MARU,	SUNDAY, 18th June, at 10 a.m.
FOOCHOW, via SWATOW AND AMOY	CHOSHUN MARU,	WEDNESDAY, 21st June, at 10 a.m.

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SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	PRINZESS ALICE, Capt. P. Grosch.	(20,300)	About WEDNESDAY, 28th June.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	COBLENZ, Capt. L. Klugkist.	(6,750)	SATURDAY, 17th June, at 5 p.m.
KOBE AND YOKOHAMA	PRINZ WALDEMAR, Capt. F. Isecke.	(6,000)	About TUESDAY, 27th June.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	(5,050)	End of June.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To Sail
* MANILA	LOONGSANG	SATURDAY, June 17, at 2 p.m.
†* SHANGHAI, KOBE AND MOJI	NAMSANG	WEDNESDAY, June 21, at Noon.
* MANILA	YUENSANG	SATURDAY, June 24, at 2 p.m.
* SINGAPORE, PENANG & CALCUTTA	FOOKSANG	MONDAY, June 26, at 2 p.m.
* TIENTSIN	CHEONGSHING	WED'DAY, June 28, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Kutsang, Namsang* and *Fooksang* leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.
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JARDINE, MATHESON & Co., Ltd.,
General Managers.
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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHINHUA	June 17, Midnight.
HAIPHONG	SUNGKIANG	June 19, at 10 a.m.
MANILA, CEBU & ILOILO	KAIFONG	June 20, at 4 p.m.
TIENTSIN	KUEICHOW	June 22, at 4 p.m.
SHANGHAI	ANHUI	June 22, at 4 p.m.
SHANGHAI	CHENAN	June 24, Midnight.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
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These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
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DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	ATSUTA MARU, Capt. Wm. Thompsen, Tons 9000	WEDNESDAY, 21st June, at Daylight.
	HITACHI MARU, Capt. T. Yamawaki, Tons 7000	WEDNESDAY, 5th July, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	§ INABA MARU, Capt. S. Tominaga, Tons 7000	TUESDAY, 20th June, at 4 p.m.
	§ TAMBA MARU, Capt. K. Noda, Tons 7000	TUESDAY, 18th July, at 4 p.m.
VICTORIA, B.C. AND SEATTLE	§ KAMAKURA MARU, Capt. B. Kon, Tons 7000	SATURDAY, 15th July, from KOBE.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU Capt. M. Yagi, Tons 6000	FRIDAY, 7th July, at Noon.
	KUMANO MARU, Capt. M. Winckler, Tons 6000	FRIDAY, 4th Aug., at Noon.
BOMBAY, via SINGAPORE, AND COLOMBO	‡ CEYLON MARU, Capt. H. Tozawa, Tons 6000	TUESDAY, 27th June,
SHANGHAI, MOJI & KOBE	‡ BINGO MARU, Capt. Parsons, Tons 7000	TUESDAY, 20th June, at Daylight.
KOBE & YOKOHAMA	KITANO MARU, Capt. E. F. Cope, Tons 9000	THURSDAY, 22nd June, a.m.
	KUMANO MARU, Capt. M. Winckler, Tons 6000	TUESDAY, 4th July, at Noon.

§ Fitted with new system of wireless telegraphy.
‡ Cargo only. * Carries Deck Passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

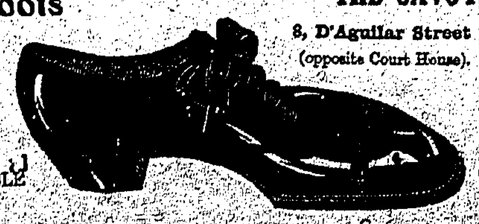
Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class $120.	$110	$100	$90
2nd class $ 80	$ 70	$ 60	$50

With Option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailings, &c., apply to
T. KUSUMOTO, *Manager.*

Regal Boots AND Shoes FOR SALE AT REASONABLE PRICES.



THE SAVOY,
8, D'Aguilar Street
(opposite Court House).

Shipping

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO
SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship PERSIA, Captain CLUNACK, will leave for the above places on SATURDAY, the 17th inst.
This steamer has capital accommodation for Passengers, Electric Light, carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Prince's Building.
Hongkong, June 10, 1911. 774

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading at Rangoon, Madras and Mauritius.

THE Steamship LIGHTNING, Captain E. P. SMITH, will be despatched for the above ports on TUESDAY, the 20th inst., at Noon.
For Freight or Passage, apply to
D. SASSOON & Co., Ld.,
Agents.
Hongkong, June 14, 1911. 785

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ & PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Co's Steamship E. FRANZ FERDINAND, Captain CODOL, will be despatched as above on WEDNESDAY, the 28th June, at 2 p.m.
This Steamer has capital accommodation for passengers, electric light, and carries a Doctor and a Stewardess.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Prince's Buildings.
Hongkong, June 10, 1911. 775

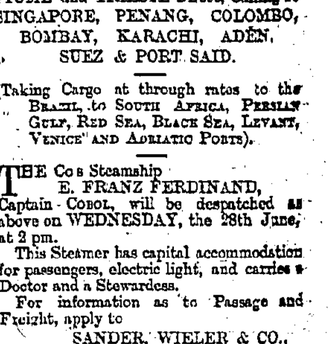
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GOLD & SILVER JEWELLERY

MADE TO ORDER.

SILK Goods, Chinese Embroidery and Grass Cloth, Silk and Linen Dress Pieces, Ivory and Jadestone Curios.

37, QUEEN'S ROAD CENTRAL.
Hongkong, January 19, 1911. 35



THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

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華字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.
ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

6 per Annum *delivered in Hongkong* $12.50 *to all Coast Ports.*

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Orders booked by Manager, CHINA MAIL.

THE
CHINA MAIL'S
ILLUSTRATED SOUVENIR
of the British Section of the
Kowloon-Canton Railway

Containing Photographic Illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME.

PRICE 10 CENTS EACH.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connection Steamers from Colombo to Marseilles and London		Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer	Tons		Tons	Sunday,	Saturday,
ARCADIA	7000	June 24	**Macedonia**	10500	July 23	July 29
DELTA	8000	July 8	**Marmora**	10500	Aug. 6	Aug. 12
ASSAYE	7300	July 22	**India**	8000	Aug. 20	Aug. 26
DELHI	8000	Aug. 5	**Moldavia**	10000	Sept. 3	Sept. 9
DEVANHA	8000	Aug. 19	**Morea**	11000	Sept. 17	Sept. 23
ARCADIA	7600	Sept. 2	**Mongolia**	10000	Sept. 30	Oct. 6
DELTA	8000	Sept. 16	**Mooltan**	10000	Oct. 14	Oct. 20
ASSAYE	7500	Sept. 30	**Malwa**	11000	Oct. 28	Nov. 3
DELHI	8000	Oct. 14	**China**	8000	Nov. 11	Nov. 17

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax).

1st Saloon..... £71.10 Single. £108.14 Return.
2nd „ ..... £48.8 „ £ 72.12 „

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers.	Tonnage	Leave Hongkong about	1911	Due London about	1911
NUBIA	5900	July	12	Augus	27
SIMLA	5900	July	26	September	10
SYRIA	6600	August	9	September	24
NORE	6700	August	23	October	8
SARDINIA	6500	September	20	November	5

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon..... £55.00 Single. £82.10 Return.
2nd „ ..... £38.10 „ £57.4 „

For further particulars Apply to

E. A. HEWETT,
Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	Steamers	Captain	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	DUMBIA.	X.	June 19, P.M.
MARSEILLES, Via Ports	TONKIN,	Costa.	June 20, at 1 P.M.

TRANSHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, *Agent,*
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK,

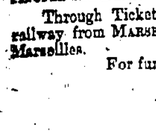
TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward.	Homeward.
For Shanghai, Kobe & Yokohama	**For Marseilles, Havre & Hamburg**
S.S. SILVIA ..... 19th June.	S.S. SCANDIA..... 23rd June.
S.S. HELLAS ..... 20th June.	**For R'terdam, H'burg & Antwerp**
S.S. SPEZIA ..... 1st July.	S.S. SITHONIA ..... 26th June.
S.S. SILESIA..... 12th July.	**For Havre & Hamburg**
S.S. AMBRIA..... 28th July.	S.S. SLAVONIA ..... 8th July.
S.S. ALESIA ..... 9th Aug.	**For Rotterdam & Hamburg**
S.S. SENEGAMBIA..... 25th Aug.	S.S. BRASILIA..... 9th July.
S.S. SUEVIA ..... 6th Sept.	**For Havre & Hamburg**
	S.S. SPEZIA ..... 6th Aug.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.



PHILIPPINES STEAMSHIP Co.

Steamship.	Tons	Captain.	For	Sailing Date.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo, Manila	TUESDAY, June 20, at 4 p.m.
ZAFIRO	4,000	M. C. Smith	Cebu & Iloilo.	FRIDAY, June 30, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., *General Managers.*

Shipping.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.), via SHANGHAI and JAPAN PORTS.

Steamer.	Tons.	Captain.	On or about
LUCERIC	6400	J. MATHIE	30th June.

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG. FROM COLOMBO.

15th June. CAMBYSES.....12th July.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911. 447

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,
(THE BANK LINE AGENCY)
King's Building. (Fourth Floor).

Hongkong, February 8, 1911. 184

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing.	
× CHIYO MARU	21,000	W. W. GREENE	Friday,	June 30, Noon.
* AMERICA MARU	11,000	A. G. STEVENS	Friday,	July 21, Noon.
× TENYO MARU	21,000	E. BEST	Friday,	July 28, Noon.
* NIPPON MARU	11,000	H. S. SMITH	Friday,	Aug. 18, Noon.

× Triple Screws, turbine engines. * Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, Via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU, on FRIDAY, the 30th June, at Noon.

SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to Mexican, Peruvian and Chilian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing	
HONGKONG MARU	11,000	H. HINOKUMA	Saturday,	June 17, Noon.
KIYO MARU	17,200	H. NISHI	Tuesday,	Aug. 15, Noon.
BUYO MARU	10,500	K. HASHIMOTO	Saturday,	Oct. 14, Noon.

The Steamer 'HONGKONG MARU' will be despatched for VALPARAISO and CORONEL, Via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on SATURDAY, the 17th June, at Noon.

FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45- 0-0,	Single.
„ NEW YORK	£ 60- 0-0,	„
„ LONDON	£ 71-10-0,	„
„	£120- 0-0,	Return 6 months.
„	£125- 0-0,	„ 24 „
„ SALINA CRUZ or MANZANILLO	Yen. 420.00,	Single.
„ VALPARAISO	Yen. 570.00,	„

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points:—Missionaries and their families.

(These concessions apply to San Francisco line only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' and 'CHIYO MARU' are fitted with Turbine Engines and Triple Screws. Records speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars as to Passage and Freight apply to

K. MATSUDA, *Local Manager,*
KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911. 70

S. HANDA.

JAPANESE MASSAGIST.

2nd FLOOR,
No. 60, QUEEN'S ROAD CENTRAL,
HONGKONG,
NEAR THE POST OFFICE.

Hongkong, April 22, 1911. 553

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER

On Sale at the China Mail Office
5, Wyndham Street.

Price.....10 cents

Shipping.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.



MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
EASTERN	June 2.	June 24th, at Noon.
ALDENHAM	June 16.	July 8th, at Noon.
EMPIRE	June 30.	July 22nd, at Noon.

THE above Steamers are fitted with Refrigerating Machinary, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, Novembers 2, 1908.

HONGKONG—NEW YORK.

AMERICAN ASIATIC S. S. CO.



FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. **DACRE CASTLE** .....on or about 21st June, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 30, 1911. 722



Notices to Consignees

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship NIPPON, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 20th June, at 9.30 A.M.

All claims must reach us before the 23rd of June, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

OLOF WIJK & CO.
CHINA AGENCIES AKTIEBOLAG,
Agents.

Hongkong, June 13, 1911. 784

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ.

THE Company's Steamship JESERIC, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by 17th June, 5 p.m. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co.'s representative on the 14th inst., at 11 a.m. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after goods have left the Godowns.

No Fire Insurance has been effected.

THE BANK LINE, LIMITED,
Agents.

Hongkong, June 10, 1911. 779

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship YORCK, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 20th of June, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 20th of June, at 9.30 a.m.

All claims must reach us before the 24th of June, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
General Agents.

Hongkong, June 14, 1911. 789

The Latest - - Fullest and - - Most Accurate

SHIPPING NEWS

IS PUBLISHED IN THE

'China Mail.'

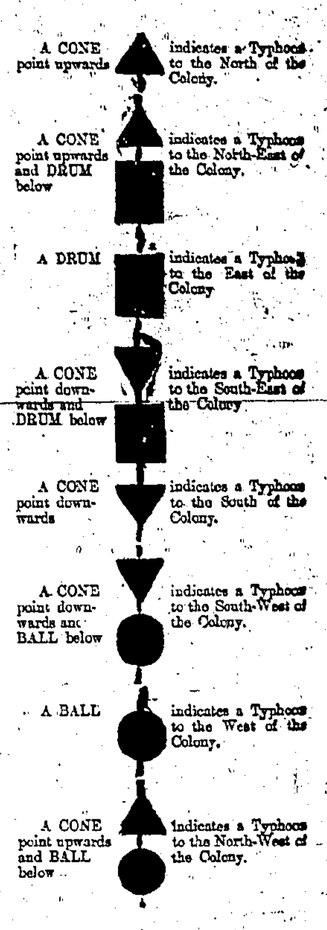
SHIPPING MOVEMENTS CORRECTED DAY BY DAY.

The China Mail is the paper - FOR - SHIPPING PEOPLE.

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godowns, H.M.S. Tamar, and Green Island signal mast.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green, Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock	Aberdeen
Waglan,	Sau Ki Wan,
Stanley,	Sai Kung,
Cape Collinson,	Sha Tau Kok,
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. C. FISH,
Director.

MacEwen - Frickel & Co.

Importers of Wines and Spirits,

etc., etc., etc.

GIN

The following lines in Gin are stocked by us.

Gilbey's Old Tom $13.50 Per Case.

Gilbey's London Dry - $13.50 Per Case.

Gilbey's - - - Plymouth - - $16.50 Per Case.

Coate's Plymouth $16.50 Per Case.

Wolfe's Schnapps $18.00 Per Case

Bols' Gin - - - $23.50 Per Case.

Beuker's Schiedam (Cock Brand) $18.50 per case. (of 15 Flasks, 4 Imp. Galls.)

Hulstkamp's Old Schiedam

12 Stone Jars (2 Galls)...$16.00 per case.

12 Stone Jars (2½ Galls)...$19.00 per case.

24 Stone Jars (2½ Galls)...$20.00 per case.

The whole of the above bottled in Europe.

MacEwen, Frickel & Co.,

4, Des Vœux Road.

Chs. J. GAUPP & Co.,

ALEXANDRA BUILDINGS.

GOLD & SILVER WATCHES.

ENGLISH, SWISS & ELGIN.

SUPERIOR QUALITY - - MOVEMENTS.

Hongkong, February 1, 1911. 19

To-day's Advertisements

G. R.

HARBOUR MASTER'S DEPARTMENT

HARBOUR OF REFUGE.

IT is hereby notified that the North and South entrances to the Harbour of Refuge at MONG KOK TSUI will be marked from 17th June by red and white discs by day displayed on the groups of piles marking such entrances and by night white and red lights will be shown.

All launches and other craft are warned against entering the enclosed refuge by any other entrance owing to danger to safe navigation from stone being deposited.

All launches when entering between these marks are to go at slow speed and keep their own starboard side.

C. W. BECKWITH, Commander, R.N., *Harbour Master, &c.*

Hongkong, June 16, 1911. 804

NOTICE.

RED CLOTH. Anyone requiring this for Coronation Decorations may apply to Messrs HING KEE & Co., No. 83, Jervois Street. Price $2.50 Chinese money per piece of 25 yards, 30 inches wide. Cash only.

Hongkong, June 16, 1911. 798

NOTICE

THE Undersigned have been appointed AGENTS for the GRESHAM FIRE AND ACCIDENT INSURANCE SOCIETY LIMITED and are prepared to accept fire risks at current rates.

DAVID SASSOON & Co., LTD.

Hongkong, June 16, 1911. 805

TRANSFER TO NEW POST OFFICE BUILDING OF PRESENT GENERAL POST OFFICE.

THE Public are hereby informed that from and after 6 P.M. on SATURDAY NEXT, the 17TH INSTANT, the Hongkong General Post Office will be transferred from the present building to the NEW POST OFFICE BUILDING at the corner of Des Vœux Road and Connaught Road. The Letter Box for posting of correspondence will be found on the side of the Building facing Pedder's Street and opposite Hotel Mansions.

E. CORNEWALL LEWIS, *Postmaster General.*

Hongkong, June 16, 1911. 802

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, **TO-MORROW (SATURDAY)**, the 17th June, 1911, at 12 NOON, at his Sales Rooms, DUDDELL STREET,—

FOUR GERMAN POINTER PUPS, (2 months old);

Also

ONE GERMAN POINTER PUP (9 months old).

Terms:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, June 16, 1911. 796

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

MONDAY,

the 19th June, 1911, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of ICE HOUSE STREET,—

A MISCELLANEOUS STOCK as follows:—

Cigar Lighters, Electric Night Lights, Ash Trays, Cruet Stands, About 220,000 Gramophone Needles, &c., &c., &c.;

Also

One Polyphone with 40 Records in good order and condition.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, June 16, 1911. 800

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Namsang*, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M. on the 17th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., *General Managers.*

Hongkong, June 16, 1911. 799

To-day's Advertisements

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that unless the charges due on the following goods at present in the Custody of the above named Company are paid within fourteen days from date hereof, the goods will be sold and the proceeds applied to satisfy such charges.

W. S. BROWN, *Acting Secretary.*

A 35 Cases said to contain Electric Powder stored under Warrant 39161 on 6th November, 1906, in name and to the order of Hang Kee.

Hongkong, June 13, 1911. 792

TO LET.

COOL and COMFORTABLE ROOMS with board on upper level. Very moderate terms to permanent residents.

Address: 'GOOD VIEW,' Care of 'CHINA MAIL' Office.

Hongkong, June 16, 1911. 803

UNCLAIMED TELEGRAMS.

FOLLOWING IS A LIST OF UNCLAIMED TELEGRAMS LYING IN THE GREAT NORTHERN TELEGRAPH COMPANY'S OFFICE AT HONGKONG.

ADDRESS	FROM
Addy Hongkong Hotel	Yokohama.
Katonwing	Kobe.
Keechong (2)	Omuta Yokohama.
Koliongtjie	Soerabaia.
Kwangkahing	Soerabaia.
Kwongtontai Kwongyenpong	Kobe.
Massey Hongkong Hotel	St. Petersburg.
1311 5288	Amoy.
2988 4410	Amoy.
6410 7456	Shanghai.

Hongkong, June 16, 1911. 808

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

FROM PORTLAND VIA JAPAN PORTS.

CONSIGNEES of Cargo per Steamship HENRIK IBSEN.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All Cargo remaining on board after MONDAY, June 19th, at noon, will be landed and stored at Consignees' risk and expense.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on WEDNESDAY, June 21st, 1911, at 10 A.M.

All Cargo undelivered on FRIDAY, June 23rd, 1911, at Noon, will be subject to rent.

All Claims must be filed on or before July 16th, 1911, otherwise they will not be recognized.

FRED J. HALTON, *Agent.*

Hongkong, June 16, 1911. 794

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship *Persia*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., Kowloon, whence delivery may be obtained.

This Steamer brings Cargo from Venice ex s.s. *Tebe & Almissa*, transhipped at Trieste.

Trieste ex s.s. *Africa*, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 22nd June, 1911, or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 9.30 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd June, 1911, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., *Agents.*

Hongkong, June 16, 1911. 801

To-day's Advertisements

AT THE PEAK HOTEL

GRAND CONJURING ENTERTAINMENT

MR CHING LING FOO

THE World-famed Conjurer and Magician of Peking, in the Empire of China, lately performing at the Empire Theatre, London, and the Palace Theatre, Berlin, (who is kindly giving a free entertainment at the Peak Club to the Peak Children on Coronation Day),

WILL GIVE AN ENTERTAINMENT OF HIS ART OF

CONJURING,

Assisted by his daughter, Miss Choo Toy, and his trained staff.

At the PEAK HOTEL, on SATURDAY, the 17th June, 1911, at 9.30 P.M., by the kind permission of Mr Finlay Smith.

Seats, $2 each, can be reserved previously at the Hotel.

If fine, the performance will take place on the Roof of the Annexe; if wet, in the Dining-room.

Hongkong, June 16, 1911. 793

ROOM TO LET.

FURNISHED or otherwise, with or without board, Y.M.C.A., Alexandra Buildings.

Apply to SECRETARY.

Hongkong, June 16, 1911. 797

PACIFIC MAIL STEAMSHIP COMPANY

NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of CARGO per Steamship MANCHURIA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining undelivered on MONDAY, June 19th, at noon, will be landed at owners' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on FRIDAY, June 23rd, 1911, at Noon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on WEDNESDAY, June 21st, 1911.

All claims must be filed on or before July 16th, 1911, otherwise they will not be recognized.

FRED J. HALTON, *Agent.*

Hongkong, June 16, 1911. 795

EXCHANGE.

Hongkong, June 16, 1911.

On London—
Bank Wire... ... ... 1/9 1/8
„ On demand, ... 1/9 1/8
„ 30 days' sight... ... 1/9 3/8
„ 4 months' sight ... 1/9 1/8
Credits, 4 months' sight, 1/10 1/16
Documentary, 4 months' sight 1/10 3/16
On Paris—
On demand, ... 229
Credits, 4 months' sight, ... 233
On Berlin—
On demand, ... 185
On New York—
On demand, ... 44 1/2
Credit, 60 days' sight, ... 45 5/8
On Bombay—
Wire,... ... ... 135 1/4
On demand, ... 135 1/2
On Calcutta—
Wire,... ... ... 135 1/4
On demand, ... 135 1/2
On Singapore—
On demand, ... 77 3/8
On Manila—
On demand, ... 89
On Shanghai—
On demand, ... 74 7/8
30 days' sight, (private paper) 75 1/4
On Yokohama—
On demand, ... 88 1/4
Gold Leaf, 100 fine, (per tael) ... $57.20
Sovereigns (Banks' buying rate $10.95
Silver (per oz.) ... ... 24 1/16d.
Bar Silver in Hongkong ... ½% p.m.
Chinese Copper Cash... ... par.
Copper Cents ... ... 27½ dis.
Rate of Native Interest ... 6 % p.a.
Chinese Sub. Coin ... ... 6½ dis.
Hongkong Sub. Coin... ... 6½ dis.

POST OFFICE NOTICES.

Only fully prepaid letters and postcards are transmissible by the SIBERIAN route to Europe.

The Kwangtah with the next Siberian Mail is due to arrive here on Saturday, the 17th instant.

Mails will close for:—

HOIHOW & HAIPHONG.
Per *Hongkong*, at 9 a.m., on Saturday, the 17th June.

CHERIBON, SAMARANG, & SOURABAYA.
Per *Clara Jebsen*, at 11 a.m., on Saturday, the 17th June.

MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA-CRUZ, CALLAO, IQUIQUE, VALPARAIZO & CORONEL.
Per *Hongkong Maru*, at 11 a.m., on Saturday, the 17th June.

SWATOW, SHANGHAI, CHEFOO & NEWCHWANG.
Per *Loksang*, at 11 a.m., on Saturday, the 17th June.

MANILA, CEBU & ILOILO.
Per *Loongsang*, at 1 p.m., on Saturday, the 17th June.

MACAO.
Per *Sui Tai*, at 1.15 p.m., on Saturday, the 17th June.

SHANGHAI, YOKOHAMA & KOBE.
Per *Persia*, at [illegible] on Saturday, the 17th June.

MANILA, CEBU, ILOILO, YAP, MAROUN, FRIEDRICH WILHELMSHAVEN, RABAUL, HERBERTSHOHE, MATUPI, SAMARI, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, DUNEDIN, MELBOURNE, ADELAIDE, PERTH & FREMANTLE.
Per *Coblenz*, at 5 p.m., on Saturday, the 17th June.

TAKAO & ANPING.
Per *Shibotoro Maru*, at 5 p.m., on Saturday, the 17th June.

SHANGHAI
Per [illegible], on Saturday, 17th June.
Registration at 5 p.m.
Letters at 6 p.m.

SHIPPING

ARRIVALS.

June 15.

Namsang, British steamer, 2,561, P. M. B. Lake, Calcutta, Penang and Singapore June 10, General. — JARDINE, MATHESON & Co., Ltd.

Mexico Maru, Japanese str., 3,760, N. Kobayashi, Tacoma May 13 and Shanghai June 12, General.—O. S. K.

Lyeemoon, German steamer, 1,295, V. Pilgrim, Saigon June 11, Rice.—HAMBURG-AMERIKA LINIE.

Persia, Austrian str., 3,779, Olivnack, Trieste and Singapore June 10, General. —SANDER, WIELER & Co.

Sunghiang, British str., 987, H. Mathias, Haiphong June 13, General. — BUTTERFIELD & SWIRE.

Chiyuen, Chinese str., from Canton.

June 16.

Manchuria, American steamer, 8,750, A. Dixon, San Francisco May 16, and Shanghai June 13, Mails and General.—P. M. S. S. Co.

Manshuen Maru, Japanese str., 3,246, T. Ota, Miike June 10, Coal.—M. B. K.

Kaifong, British steamer, 987, J. V. Sidford, Manila, Cebu and Iloilo June 13, Hemp and General. — BUTTERFIELD & SWIRE.

DEPARTURES.

June 15.

Hatvard, for Hoihow and Bangkok.
Yatshing, for Canton.

June 16.

China, for Shanghai and San Francisco.
Antilochus, for Manila and Liverpool.
Hueichow, for Swatow and Weihaiwei.
Brand, for Swatow and Saigon.
Sabine Rickmers, for Swatow.
Kawachi Maru, for S'pore and Antwerp.
Germania, for Amoy.
Tsintau, for Shanghai.
Daiju Maru, for Shihuiyao.
Changchow, for Canton.
Simla, Shanghai and Yokohama.
Keongwai, for Hoihow and Bangkok.
Fukui Maru, for Moji.
Haitan, for Swatow and Foochow.

CLEARED.

Pongtong, for Hoihow and Bangkok.
Samsen, for Swatow and Bangkok.

PASSENGERS.

ARRIVED.

Per *Namsang*, from Calcutta, &c., Capt. A. W. Chutterbuck, Dr P. R. Paul, and Mr A. R. Cavalier.

Per *Manchuria*, from San Francisco, &c., Mr R. J. Allen, Mr and Mrs F. E. Buckland, Mr and Mrs G. B. Bush, Mr G. B. Cundell, Mr J. F. English, Mrs M. Fitzgerald, Miss E. Fitzgerald, Mr K. J. Hoting, Mrs C. Y. Mark and child, Mr and Mrs C. F. Matthiessen and son, Master F. G. Matthiessen, Master R. Matthiessen, Master I. Matthiessen, Miss G. Warner, Mr W. V. Witcher, Miss R. Witcher, Mr G. Tobler, Mr C. J. Meyler, Mr C. Schwinges, Mr J. M. Alvis, Mr R. Lienau, Mr W. H. Baugh, Mr F. J. Bertrand, Mr R. Jalbuena, Mr and Mrs V. L. Boeck, Mr F. W. Shepardson, Mr J. P. Goode, Mr P. R. Nelson, Col. and Mrs F. G. Hodgson, Mr T. Van Hunt, Mr C. F. Zeeck, Mr and Mrs F. E. McHugh, Mr H. Barrett, Prof. L. Buck, Mr and Mrs D. M. Thomas and 2 children, Mr T. Henrick, Mr H. Barrusch, Mr and Mrs S. Vestey, Mrs J. A. Forthmin and child, Mrs J. K. C. Mooers, Mr H. T. Fox, Mr A. Rose.

Per *Kaifong*, from Manila, &c., Mr McNamara.

DEPARTED.

Per *Derfflinger*, for Singapore, Messrs M. and P. Hartog, Miss Atwood, Mr and Mrs N. C. Chabez, Mrs J. Jones, and Mr A. Hutchisor; for Genoa, Mr A. Schonemann, Mrs C. J. Smith, Mr J. Heldt, Major General and Mrs Duvall, Mr J. K. Miller, Miss Alice Shalck, Mr and Mrs Purrington, Messrs G. C. Mason, A. Kappeler, W. Schroeder, H. Klein, P. Lehmann, Ch. Penningroth, J. Doorentz; for Gibraltar, Mr and Mrs C. Cohen and child; for Hamburg, Mr L. Berg.

SHIPPING REPORTS.

The British steamer *Namsang* reports: From Singapore to Cape Padaran, light N.W. and Westerly winds with unsettled squally weather. From Padaran up to Hongkong, S'ly and Easterly winds, light; fine, clear, weather.

STEAMER PASSSED SUEZ CANAL.

OUTWARD BOUND.

May 19, *Menelaus, Silk, Silvia, Wakaba Maru.*
May 23, *Benlarig, Brisgavia.*
May 26, *Calchas, Dumbea, Tydeus, Warrior.*
May 30, *Helene Rickmers, Indien, Reigate, Specia, Baron Minto.*
June 2, *Bencleuch, Benlarig, Deucalion, Kabinga, Saxonia, Indradeo.*
June 6, *Cardiganshire, Liberia, Nippon, Ville de la Ciotat.*
June 9, *Indrasamha, Ixion, Metheus.*
June 13, *Baron Ardrossan, Memnon, Montrose.*

HOMEWARD BOUND.

May 30, *Glamorganshire.*
June 2, *Bellerophon, Palma.*
June 9, *Aki Maru, Kanagawa Maru.*

ARRIVALS AT HOME.

June 13, *Patroclus, Rheinfels.*

STEAMERS EXPECTED.

Mails.

The C. P. R. Co.'s R.M.S. *Empress of India* arrived at Yokohama at 6.30 a.m. on Thursday, the 15th June, and leaves again at 2 p.m. on the same day for Kobe, where she is due to arrive at 1 p.m. on Friday, the 16th June.

The T. K. K. s.s. *Chiyo Maru* with U.S. Mails left Yokohama for Hongkong on June 12th, and is expected to arrive at this port on the 20th June.

Other Vessels.

The P. & A. S. S. Co.'s s.s *Henrik Thien* from Portland, left Moji on 11th June, and is due to arrive at Hongkong on 16th June.

The C. & M. S. S. Co.'s s.s. *Bubi* left Manila on Wednesday, the 14th June, and is due here on or about Saturday, the 17th June, at daylight.

The H. A. L. s.s. *Hellas* left Singapore on the 14th June, p.m., and may be expected here on or about the 21st June, p.m.

The I.-C. S. N. Co., Ltd.'s s.s. *Laisang* left Calcutta for the Straits and Hongkong on the 7th June, and is due here about the 22nd or 23rd inst.

The O. S. K. s.s. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 27th May, and is due here on or about the 3rd July.

The E. & A. steamer *Eastern* from Sydney, &c., left Port Darwin on the 8th June for this port, via Timor and Manila.

The E. & A. steamer *Empire* left Sydney on the 7th June for this port via Queensland Ports, Port Darwin and Manila.

Latest Advices.

The T. K. K. s.s. *America Maru* sailed from San Francisco with U.S. mails on the 14th June, and is expected to arrive here on or about the 11th July, via Japan Ports.

The Mogul Line s.s. *Sikh* from United Kingdom, left Singapore on the morning of 15th June, and is therefore due here on or about Tuesday afternoon, the 20th June.

The N. Y. K. s.s. *Bingo Maru* (Bombay Line) left Singapore for this port on the 12th June, and is expected here on the 18th June.

The N. Y. K. s.s. *Atsuta Maru* (European Line) left Shanghai for this port on the 16th June, and is expected here on the 19th June.

The N. Y. K. s.s. *Kitano Maru* (European Line) left Singapore for this port on the 15th June, and is expected here on the 21st June.

The C. P. R. Co.'s R.M.S. *Empress of Japan* which left here on the 20th May arrived at Vancouver B.C., on the 10th June.

The C. P. R. Co.'s R.M.S. *Empress of China* arrived at Nagasaki at 11 a.m. on Thursday, the 15th June, and left again at 8 p.m. on the same day for Kobe, where she is due to arrive at 1 p.m. on Friday, the 16th June.

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

June 17th to 23rd, 1911.

Day of Week	Day of Month	High Water: Hongkong Mean Time	High Water: Height	Low Water: Hongkong Mean Time	Low Water: Height
		h m	feet.	h m	feet.
Sat.	17	No inferior m. 11 27	Equal high-	nor low 7 55 a	1.1
Sun	18	No inferior 0 16 a	est	nor low 8 44 a	1.1
Mon.	19	m 4 23	4.2	m 8 34	4.1
		1 14 a	3.8	9 35 a	1.9
Tues.	20	m 4 48	4.0	m 9 54	4.0
		2 50 a	3.3	10 22 a	1.6
Wed.	21	m 5 9	3.8	m 11 1	2.3
		4 24 a	4.3	11 26 a	2.5
Thur.	22	m 5 32	3.6	m 0 20	2.7
		5 58 a	4.0	11 50 a	2.5
Fri.	23	m 6 14	3.2		
		7 9 a	4.4	1 19 a	1.3

SHARE LIST.—QUOTATIONS.

JUNE 16, 1911.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	$ 125	all	$885, sellers / £56.10
National Bank of China, Limited ...	99,925	£ 7	£ 6	$80, buyers
MARINE INSURANCE.				
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$180
China Traders Insurance Co., Ld....	24,000	$ 83.33	$ 25	$105
North-China Insurance Co., Ld. ...	10,000	£ 15	£ 5	Tls. 156, buyers
Union Insurance Society, Limited...	12,400	$ 250	$ 100	$810, sellers
Yangtsze Insurance Association Ld.	12,000	$ 100	$ 60	$200, @ Ex. 73
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$119
Hongkong Fire Insurance Co., Ld..	8,000	$ 250	$ 50	$327½, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co., Ld.	50,000	$ 50	all	$54, buyers
Geo. Fenwick & Co., Limited.....	18,000	$ 25	all	$44½, sellers
New Amoy Dock Co., Ltd.....	10,000	$ 6½	all	$8, buyers
Shanghai Dock and Eng. Co., Ld. ...	55,700	Tls. 100	all	Tls. 62
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld. ...	30,000	$ 25	all	$11, sellers
Douglas Steamship Co., Limited. ...	20,000	$ 50	all	$19
H.K. C. and M. Steamboat Co., Ld.	80,000	$ 15	all	$30½
Indo-China S. N. Company, Ltd.	60,000 / 60,000	£ 5	all	$65, sell's / London, £6.15
Star Ferry Company, Ld.	10,000	$ 10	all	$24½
	10,000	$ 10	$ 5	$15½
Shell Transport & Trading Co., Ltd.	2,600,000	£ 1	all	20/-
Shanghai Tug and Lighter Co., Ld.	20,000	Tls 25	all	Tls. 20
do Preference.	10,000	Tls 50	all	Tls. 47½
REFINERIES.				
China Sugar Company, Limited. ...	20,000	$ 100	all	$70, sales & buyers
Luzon Sugar Company, Limited, ...	7,000	$ 100	all	$23, buyers
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	60,000	50	all	$49
Shanghai and Hangkew Wharf Co.	56,000	Tls. 100	all	Tls. 85½
LANDS AND BUILDINGS.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	all	$93½, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94
Kowloon Land and Building Company	6,000	$ 50	$ 30	$25, buyers
Wei-hai-wei Land & Building Co....	3,674	Tls. 20	all	Tls. 8
Humphreys Estate & Finance Co....	150,000	$ 10	all	$3½, sellers
West Point Building Co., Limited...	12,500	$ 50	all	$47
TRAMWAYS.				
The Peak Tramways Co., Ltd....	25,000 / 50,000	$ 10	all / $ 1	$12½ / $1, buyers
MINING.				
Société Francise des Charbonnages du Tonkin	16,000	Tls. 250	all	$700
Raub Aust. Gold Mining Co., Ld....	200,000	£ 1	all	$2, sellers
HOTELS, ETC.				
Hongkong Hotel Company. Ltd,	12,000 / 8,000	$ 50	all / $ 25	$119, buyers / $75
Manila Metropole Hotel, Ld.	15,000	Pcs 10	all	$11, sellers
Astor House Hotel Co., Ltd. (S'hai)	30,000	$ 25	all	$13
DISPENSARIES.				
A. S. Watson & Co., Limited	30,000	$ 10	all	$5, buyers
Watkins Limited.....	10,000	$ 10	all	$3, sellers
LIGHTING.				
H.K. and China Gas. Co., Limited.	7,000	£ 10	all	$195
Shanghai Gas Company, Ltd, ...	24,000	Tls. 50	all	Tls. 110
Hongkong Electric Co. Limited	60,000	$ 10	all	$21½
MISCELLANEOUS.				
Green Island Cement Co., Ld.	400,000	$ 10	all	$3.20, sellers
United Asbestos Oriental Agency, Limited	2,000 ordy 100 fndrs	$ 10 / $ 10	$ 4 / all	$10 / $300
Union Waterboat Co. Limited.....	50,000	$ 10	all	$7
Hongkong Dairy Farm Co.....	40,000	$ 7½	$ 6	$21
Hongkong Ice Company Limited....	5,000	$ 25	all	$180, sales
Shanghai Waterworks Co., Ltd.....	16,350	£ 20	all	Tls. 365
H'kong Rope Manufactory Ld. Co.	60,000	$ 10	all	$17, buyers
Hongkong Cotton Spinning Co., Ld.	125,000	$ 10	all	$4½, buyers
H.K. & S. C. S. Fisheries Co., Ltd	15,000	$ 10	$ 7	$7½, buyers
Ewo Cotton Spinning and Weaving Co., Limited	20,000	Tls. 50	all	Tls. 83
International Cotton Manufacturing Co., Limited	10,000	Tls. 75	all	Tls. 46
Lacu-Kung-Mow Cotton Spinning and Weaving Co., Ld.	3,000	Tls. 100	all	Tls. 57
Soy Chee Cotton Spinning Co. Ld.	20,000	Tls. 50	all	Tls. 22
China Provident Loan Mortgage Co., Limited	200,000	$ 10	all	$7
China Borneo Company Ltd.....	60,000	$ 12	all	$9
Campbell, Moore & Co., Limited...	1,200	$ 10	all	$9, buyers
Wm. Powell, Limited	15,000	$ 7	all	$3, buyers
South China Morning Post.....	6,000	$ 25	all	$25
China Light and Power Company	50,000 / 50,000	$ 5 / $ 1	all / all	$1.15
Steam Laundry Company, Limited.	20,000	$ 5	all	$6½, sales
Weissmann Limited.....	3,000	$ 10	all	$12, buyers
H. Price & Co., Ltd.	15,000	$ 10	all	$12, buyers
CIGAR COMPANIES.				
Philippine Co., Limited	75,000	$ 10	all	$5, buyers
RUBBER.				
Para Rubber in London: Daily wire	per	lb.,		4/2 sellers

Loans.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	5 % per annum	Par.

VERNON and SMYTH, *Share Brokers.*

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